

Navy News

JULY 1978 5p

H.M.S. Cutlass (below) cuts a dash during Exercise Bold Game, a NATO fast patrol boat event which took her and H.M.S. Sabre to the Norway-Baltic areas.

After a rough passage north, the fast training boats joined up with forces from Norway, Denmark and Germany in Stavanger and there followed two weeks of exhilarating high speed transits in the leads and fjords, through breathtaking scenery and nerve-racking gaps. Long hours on exercise were compensated by enjoyable weeks in Bergen and Oslo.

Second phase of the exercise took place in the Skaggeak, Kattegat and Baltic, with complete contrast in terrain and tactics, and calls were made to places like Aarhus, Frederikshaven, Flensburg and Copenhagen.

In five weeks away from Portland, the boats visited more than 30 harbours and steamed a total of nearly 4,000 nautical miles.

FTBs play a Bold Game



TOT CHEER FOR SPORT COMPLEX

Work has started on construction of a premier sports centre for the Royal Navy, the long-delayed Fleet recreation ground which will become the new H.M.S. Temeraire at Portsmouth.

Because public funds may not meet what Navy sportsmen view as a highly desirable refreshment-spectator facility to "top off" a fine new centre, the Grants Committee of the Sailors' Fund has decided to step in and offer up to £35,000.

The sports complex at St George's ground, near H.M.S. Vernon — where a ceremony at the end of June marked the start of construction work — will be a focal point for sport in the Navy and will be available for use by establishments and ships, the Committee were told on June 22.

Sadly, it had been ruled that public fund scales did not allow for things such as refreshment facilities and spectators wellbeing to provide a sporting club atmosphere to be created.

With the view that it would be short-sighted not to include facilities for entertainment at a venue where prestige events, including regular inter-Service and

Continued in Page 40

An R.N. task group took part in Exercise Suroit with the French and Netherlands navies in June and were then sailing across the Atlantic and through the Panama canal. They arrived in Bermuda on June 24.

In August the ships will take part in a major exercise with the U.S. Third Fleet in the Pacific, followed by exercises with the Canadians. Later the ships are

PACIFIC BOUND

due to exercise with the U.S. Navy in the Caribbean areas.

The group comprises the command helicopter cruiser Blake, Fleet submarine Con-

queror, frigates Hermione, Leander, Juno, and Ambuscade, and three RFA s.

When the destroyer Birmingham, delayed for attention to her missile handling system, left Portsmouth on June 27 to rendezvous with the group and take part in the rest of the deployment, her missile system was reported to be capable of operational use.

Brecon the plastic leads the Hunt



First of her class, H.M.S. Brecon is pictured just after her Royal launch at Southampton.

H.M.S. Brecon, launched by the Duchess of Kent at Southampton on June 21 and first of the Hunt class, is believed to be the largest plastics vessel afloat anywhere in the world. And the Royal Navy will be the first service to put a class of glass-reinforced plastics MCM vessels into operational use.

Launch of the 725-tonne (full load) Brecon took place at the Woolston shipyard of Vosper Thornycroft (UK) Ltd., which is also building the second of the class, H.M.S. Ledbury. Meanwhile, a production line has also been authorised for Yarrow (Shipbuilders), Glasgow.

The new class will have latest British minesweeping and mine hunting equipment, and two French PAP mine destructor outfits. Design and construction follows a research, development and testing programme which has included the building of the glass reinforced plastics minehunter H.M.S. Wilton to existing Ton class design.

Throughout, the quest has been for a material which has the strength, stiffness and durability needed for the hull of a warship, while exercising little or no magnetic influence so as not to set off mines sensitive to the presence of magnetic materials.

Complement of the Brecon, which will have a single Mark 9 40-mm gun and be powered by diesel engines, will be about 45.

She was built in a facility originally erected for the Wilton and later extended. The hull mould was constructed of aluminium alloy in Devonport dockyard, shipped in sections to Woolston, and re-assembled. Work on the Ledbury is now being carried out in the mould.

New badge

Ratings of the Electronic Warfare Sub-branch of the Operations branch are to have a badge of their own.

The new badge will comprise a device of "crossed lightning flashes superimposed upon two atomic ellipses", and will replace the design at present shared with the Radar Sub-branch.

It is likely to be early next year before all deliveries are received from the manufacturers.

Subs. salute the Governor

steam-past salute — pictured here — to the Governor of Gibraltar in the Aurora. See also page 40.

A range of tactics in support of — and against — surface warships and submarines was practised during the 1978 Submarine Flotilla training period in the approaches to the Mediterranean in June.

H.M. submarines Osiris, Opportune, Finwhale, Sealion and Porpoise took part, together with H.M.C.S. Ojibwa and U.S.S. Sturgeon. Participating, too, were H.M. ships London, Norfolk, Apollo, Aurora and Maxton, and RFAs Olna and Black Rover.

During a break, a submarine sports day was held on the Rock and won by the Finwhale.

The exercises were under the command of the Flag Officer Gibraltar (Rear-Admiral M. L. Stacey), and task force commander was the Captain of the Second Submarine Squadron (Capt. R. G. Husk). The Flag Officer Submarines (Rear-Admiral J. Fieldhouse) flew his flag in the Finwhale during a



'Blind' divers in Suez mine search

"One of the most difficult and potentially dangerous mine disposal operations undertaken by a clearance diving team in peacetime." That was Cdr. John Parry's verdict after his small team of divers had spent six weeks grubbing about in zero visibility on the bed of the Suez Canal.

They were looking for Soviet-made acoustic-magnetic mines, laid in 1970 along the route of a new canal by-pass vital to the £600m.

Suez Canal development project.

Each mine was reckoned to contain the equivalent of 1,000lb. of T.N.T., and to be sensitive to shock. And the Navy divers had

to do the searching with their hands!

LETHAL DEVICES

Egyptian authorities revealed that 24 of the lethal devices had been sown, but had no detailed records of where they were. A number were known to have self-detonated and at least two had been "actuated" by fishing vessels.

Cdr. Parry and his team of 12 were called in to make sure Suez Canal Authority dredgers could operate in the by-pass without blowing themselves to pieces.

Diving conditions in the area were far from ideal. Visibility was zero and an uncomfortable swell persisted, adding to the problems of a tight schedule set in response to the Egyptian plea that the task be tackled urgently.

250lb. BOMBS

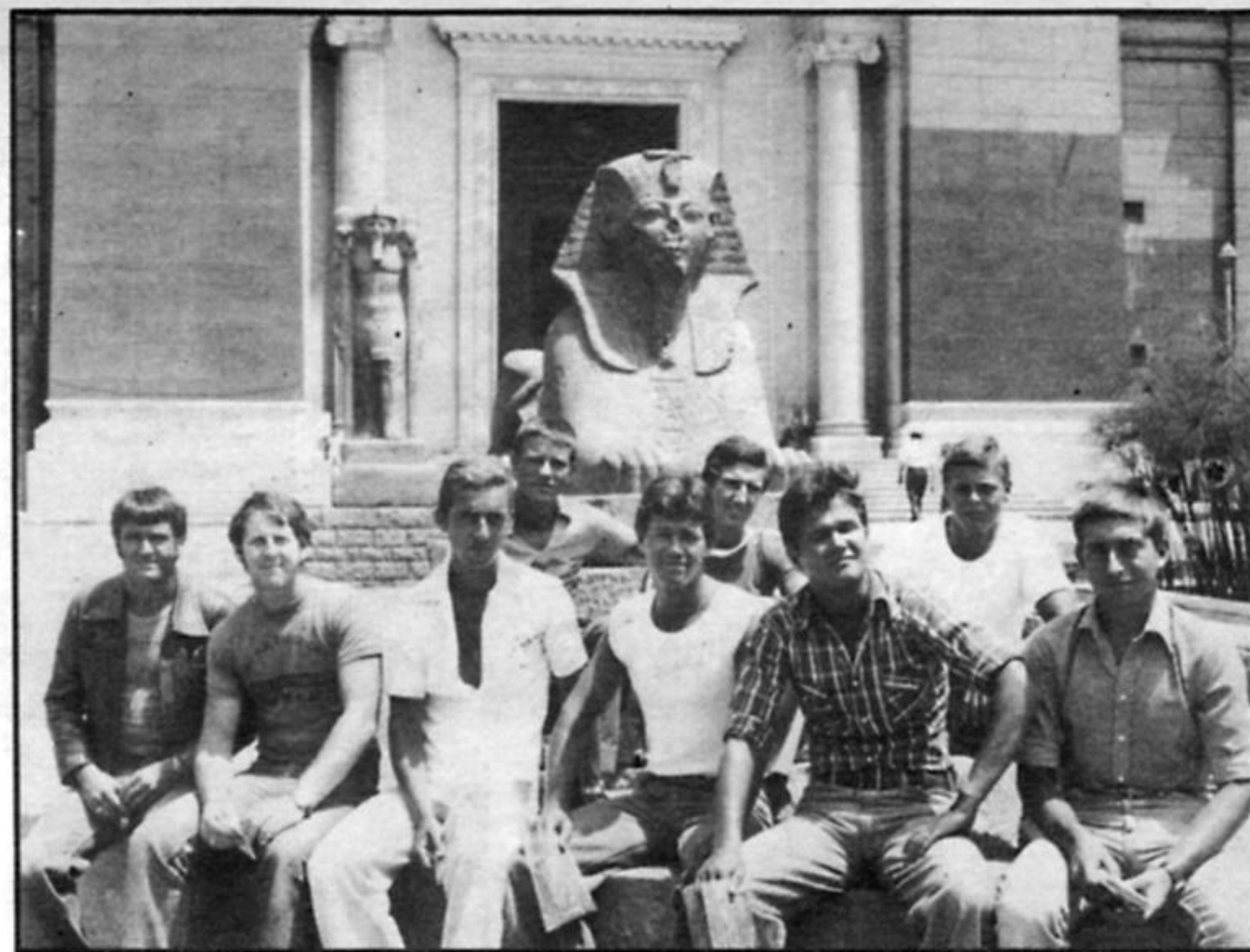
Each diver spent at least two hours under water each day, maintaining a nine-hour working day throughout the operation.

Thirty-eight objects — including three partially exploded 250lb. bombs — were found in the first search area, but not a single mine. In other areas, nearly 140 pieces of debris were found on the seabed, including seven large chunks of wreckage.

NO GUARANTEE

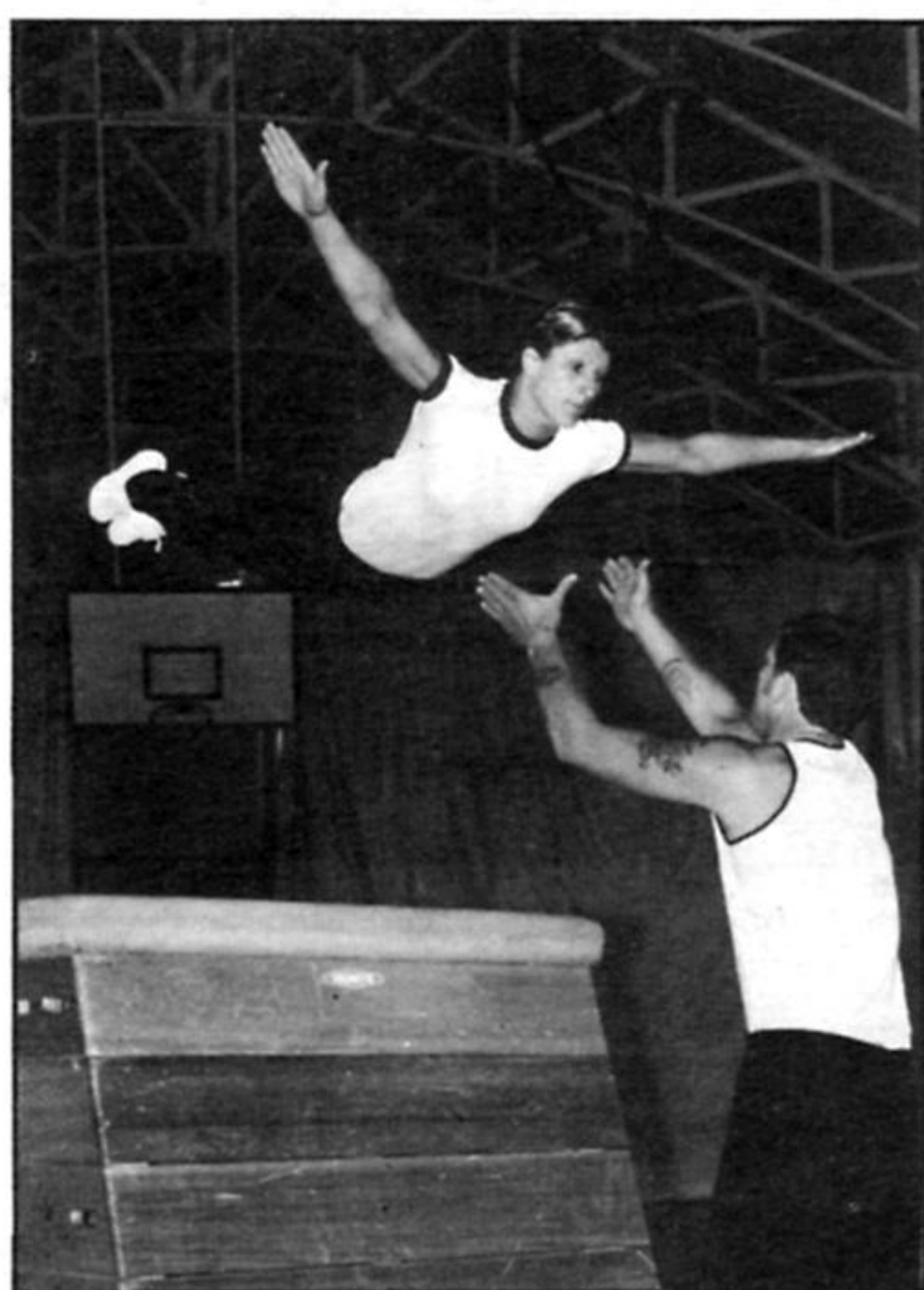
Cdr. Parry could give the canal authority no absolute guarantee that the area was clear. He reported, however, the reassuring news that there appeared to be no mines proud of the seabed, and he believes the mines were laid too shallow and were detonated by wave action.

Operation Rheostat 3 was carried out by a team which included two experienced men from the Fleet Clearance Diving Team and five young and inexperienced divers recently qualified in H.M.S. Vernon.



Members of the Suez team during a visit to the Egyptology Museum in Cairo — AB Divers Stevens, Lincoln, McDonald, Taylor, Leedham, Underwood, Florence, Milner and Foster.

Flying Wren!



LWPT Annette Tinkler is assured of a safe landing as she executes a perfect fly vault during a demonstration at H.M.S. Temeraire to mark the end of the first course for Leading Wren physical training instructors. Doing the catching is CPOPT Mick Patterson, course instructor for the 11 girls who made up LWPTI.

The Wrens, aided and abetted by the men of LPT course ten, demonstrated their skills at rope climbing, club swinging, gymnastics, vaulting, judo, and trampoline sequences — all acquired during their six months in Temeraire.

After a two-week leadership course, the first LWPTs were joining their new establishments at the beginning of July.

At the display, top-of-the-course trophies were presented to LWPT Gill Buck and LPT Edward Jones.

London passage

Marshal of the R.A.F. Sir John Grandy and Lady Grandy took passage to Plymouth in H.M.S. London after the expiry of Sir John's term of office as Governor of Gibraltar.

POCK H. C. Ferguson, PO's Mess, H.M.S. Arethusa, drafted H.M.S. Collingwood, August. Will swap for any shore establishment or ship in Devonport.

MEMI T. McEntee (AMC), 2 Mess, H.M.S. Hecla, due Mediterranean deployment. Will swap for any western deployed ship or naval college inshore craft.

AB(R) D. M. Gwilliam, Jupiter Point, H.M.S. Raleigh, due to join H.M.S. Ashanti, October. Will swap for any Plymouth ship or shore base.

OEM1 M. Startup, FMB Devonport, drafted to H.M.S. Diomedea for Achilles (Chatham based) September. Will swap for any Devonport frigate.

ALCA1 Farmer, 3K Mess, H.M.S. Aurora. Will swap for any Devonport frigate in refit or seagoing.

RO1(G) L. L. Johnson, (A) Watch FOST Common, drafted H.M.S. File (Portsmouth) October. Will swap for Plymouth ship not due long deployment (Bar 21s).

AB(S) G. Foster, Buffers party H.M.S. Osprey (Portland), drafted H.M.S. Galatea July, due to deploy Mediterranean September. Will swap for any Devonport ship, or ship in refit.

LSA Corlett, Naval Stores, H.M.S. Londonderry refitting (Rosyth). Will swap for any ship or shore establishment south of the border.

MEM2 D. M. Birch, H.M.S. Mohawk, due Chatham refit 1979, then Chatham based. Will swap for any Devonport ship in refit or seagoing.

SR(R) R. S. Wilson, 3L Mess, H.M.S. Apollo. Will swap for any frigate due foreign deployment.

ALS(R) M. H. Harris, 2N Mess, H.M.S. Zulu (Rosyth), due six months refit, September. Will swap for any Portsmouth or Plymouth ship undergoing refit.

LAM(AE) C. McAlpine, Cabin 12, Grenville Block, H.M.S. Daedalus. Will swap for any Portland or Yeovilton draft.

POMEM G. Davies, H.M.S. Osprey. Will swap with any Chatham shore based POMEM or PO on communal duties. Replies PO's Mess, H.M.S. Osprey (Ext. 3309).

LMEM P. S. Nurse, (MEOW, JBD), 53, Weadesford Place, Frater Lane, Elson, Gosport, drafted H.M.S. Brinton (Rosyth), August (27 month draft). Will swap for any Portsmouth or Chatham ship.

MEM Rushforth, 3M Mess, H.M.S. Rhyll, due nine-month refit Chatham. Will swap for any Rosyth ship.

STWD G. J. Fish, Admiralty House, Northwood, Middlesex (Tel. Northwood 26161 Ext. 656), drafted H.M.S. Shoulton (Portland), August. Will swap for any seagoing frigate, Portsmouth or Chatham.

RPO C. J. McCulloch, H.M.S. Rooke, BFPO 163, drafted H.M.S. Nelson, November, over six months. Will swap for any ship or shore billet Devonport or R.N. air station Yeovilton or Portland, or any Portsmouth establishment.

AB(M) P. A. Kayser, Barrack Guard, H.M.S. Nelson, drafted H.M.S. Hermes, August (two-and-a-half years), Portsmouth based November. Will swap for any frigate or minesweeper, any port.

AB(M) L. D. Collier, 7-29 Mess, Saumarez Block, H.M.S. Nelson, drafted to H.M.S. Kent, July. Will swap for any Portsmouth seagoing ship or shore base.

MEM2 N. R. Stringer, 3M2 Mess, H.M.S. Apollo, drafted to H.M.S. Hardy, September for six months. Will swap for same period Portsmouth F.M.G.

LS (EW) W. F. Jack, 11 Mess H.M.S. Bacchante. Will swap for any ship not based in Devonport. H.M.S. Bacchante operating in home waters and the Mediterranean.

RO1 (T) Jackson, H.M.S. Dryad, drafted H.M.S. Alacrity, September. Will swap for any Portsmouth, Chatham ship or Portsmouth, London shore base.

RO1 T. R. J. Powell, H.M.S. Devonshire (Portsmouth) drafted H.M.S. Sirius October

(Devonport). Will swap for any Portsmouth ship.

CK R. Devitt, drafted H.M.S. Neptune, two years. Will swap for any ship going foreign, or any foreign shore base. Replies to 24, Valley View, Chorley, Lancs.

LS(S) K. F. Mardon, H.M.S. Fiscard, drafted H.M.S. London (Portsmouth). Will swap for any Plymouth ship, preferably frigate.

AB(S) R. M. Underwood, drafted H.M.S. Orkney (Fishery Protection), June. Will swap for any ship preferably going foreign. Replies: H.M.S. Orkney.

STD G. L. Hughes, O13 Mess, Yeovil block, R.N. air station, Yeovilton. Will swap for any seagoing Portsmouth based frigate.

ALMEM (L) M. A. Smith, 2N Mess, H.M.S. Nubian, local acting Marine Engineer's Office Writer (MEOW). Will swap with MEOW serving in any Chatham, Portsmouth or Rosyth ship in home waters. H.M.S. Nubian due to deploy August, returning Christmas.

PO(M) P. S. Smith, FWD PO's Mess, H.M.S. Berwick. Will swap for any Portsmouth or Rosyth based ship.

LSA Wotton, 829 Squadron, R.N. air station, Portland, drafted to H.M.S. Dolphin submarines, November. Will swap for any Plymouth, Portland shore base or ship, Portsmouth considered.

AB Ellender, 22, Cornwell Close, Rowner, Gosport, drafted H.M.S. Dido, August (Plymouth). Will swap for any Portsmouth ship.

AB(S) P. J. Curran, 87, Frogmore Avenue, Egguckland, Plymouth, drafted H.M.S. Vernon September. Will swap for any Devonport ship long refit or shore establishment.

LSA Ransley, 6, Savery Close, Newlands Park, Ivybridge, Devon, drafted H.M.S. Nelson POSA Billet. Will swap with POSA any ship or establishment Plymouth.

AMN2 (AE) R. W. Wilson, 829 Squadron, drafted H.M.S. Daedalus July. Will swap for any Portland or Yeovilton draft. Replies to

AES H.M.S. Daedalus or 63, Rodnell Road, Weymouth.

LAM B. Morgan, 892 Squadron, 547 Mess, H.M.S. Ark Royal, drafted R.N. air station Culdrose January. Will swap for R.N. station Yeovil or Portland.

APOMEM K. C. Tartagha (B.W.C.), Nile Block, H.M.S. Nelson, drafted H.M.S. Bulwark, starts sea trials early 1979. Will swap for any Plymouth ship or shore base, preferably frigate.

POMEM M. C. Wiltshire, PO's Mess, H.M.S. Nelson, drafted H.M.S. Bulwark, sea trials early 1979. Will swap for any Devonport Leander frigate or shore base.

AB(M) D. J. Preece, 36 Mess, H.M.S. Mohawk, drafted F.O. Plymouth boats, September. Will swap for any port, any port, due deployment West Indies, U.S.A., or Far East.

LEM E. Taylor, 3P Mess, H.M.S. Devonshire, drafted H.M.S. Kent September. Will swap for any Portsmouth ship on local sea service.

REM1 B. Carroll, R.N. Company Royal Marines, Poole, drafted over six months Flag Officer Scotland and Northern Ireland, based Scotland. Will swap for any Portsmouth or Portland shore base. Replies: The Hard, Royal Marines Camp, Poole, Dorset.

MEM1 D. G. Miller, 150 Mess, H.M.S. Cochran, due to join H.M.S. Jersey, November. Will swap for any Plymouth, Portsmouth or Chatham ship.

RO1 (G) Storer, 3 Mess, H.M.S. Herald, due nine months deployment Persian Gulf, September. Any swap considered.

AB (M) Haley, 3E Mess, H.M.S. Apollo, Portsmouth. Will swap for H.M.S. Bulwark.

AB(M) P. Elliott, Furze House, H.M.S. president, 37, Queen's Gate Terrace, London, S.W.7, drafted H.M.S. Zulu, Rosyth, August. Will swap for any Chatham or Portsmouth ship.

REM1 J. Watson (teleprinter mechanic), 3F1 Mess, H.M.S. Tiger, drafted H.M.S. Intrepid, Portsmouth. Will swap for any

Rosyth ship. STWD D. Dougan, H.M.S. Zulu, due six-month refit Rosyth. Will swap for any seagoing ship due deployment.

AB(M) Francis, drafted H.M.S. Cambridge, Plymouth, over six months. Will swap for any Portsmouth shore base or ship in refit.

LSEA(R) A. Stigwood, H.M.S. Juno, drafted H.M.S. Dryad, September. Will swap for any seagoing ship or any shore establishment in London or north-east England.

ALSEA(M) D. M. Parker, 3E Mess, H.M.S. Torquay, Portsmouth. Will swap for any Plymouth frigate or minesweeper, in home waters.

STD S. C. Wagstaffe, 4 Mess, H.M.S. Hydra, drafted H.M.S. Osprey, October. Will swap for any Devonport shore base.

AB P. Mounsho, 3E Mess, H.M.S. Devonshire, drafted H.M.S. Caledonia, October. Will swap for any Portsmouth shore base.

POEL Boyd, Rosyth (Static FMG). Will swap for any Portsmouth shore base or ship. Replies to Rosyth FMG, Dockyard telephone 2537 or PO's mess H.M.S. Cochran.

LEM(A) D. M. Leeman, drafted A.E.D. H.M.S. Bulwark, November. Will swap for any Wessex V draft. Contact Ichester 551 ext 316, or NASU R.N. air station Yeovilton.

POSTD J. D. Budworth, 5 Mess, H.M.S. Devonshire, drafted H.M.S. Bulwark, September. Will swap for any frigate.

CEA1 C. Western, serving Portland 6 m.g. Will swap for any shore billet in Devonport. Replies to F&C PO's Mess, H.M.S. Osprey, Portland.

SA Carvell, H.M.S. Cochran. Will swap for any Portsmouth or Plymouth ship or shore base. Replies to Naval Stores Office.

AB(R) Evans, 4 PO's Mess, H.M.S. Hermes. Becoming Portsmouth-based, autumn. Will take any Plymouth ship or establishment.

HAPPY BIRTHDAY, BULWARK

A cake with 30 candles was cut last month at a party to celebrate the 30th birthday of the launch in Belfast of H.M.S. Bulwark; now being brought out of a state of "Preservation by operation."

She is to have an anti-submarine task in addition to Commando-carrying role and is due to leave Portsmouth in January after dockyard modifications.

quarters, Butterley Hall, Ripley, in the hope of attracting suitable recruits.

Tidy Walkerton

Cartoonist Bill Tidy spent a day at sea in H.M.S. Walkerton during a visit to Britannia Royal Naval College, Dartmouth.

News in brief

Symposium

An international symposium on "500 Years of Nautical Science, 1400-1900" is being held at the National Maritime Museum, Greenwich, from September 24-28, 1979.

Haslam re-elected

Rear-Admiral D. W. Haslam, Hydrographer of the Navy, has been re-elected President of the Hydrographic Society.

First Sea Lord's visit

Admiral Sir Terence Lewin, the First Sea Lord, paid an informal visit to Portland area where he met sailors at work. He embarked in H.M.S. Ardent then transferred to H.M.S. Apollo and went on to visit H.M.S. Fife, where he had lunch.

Admiral Lewin visited R.A.F. Leeming, where he was met by the Senior Naval Officer, Cdr. Dick Turpin, and had lunch with instructors and students from the R.N. Elementary Flying Training Squadron.

Haslar gunboat yard closes

Haslar gunboat yard at Gosport, which has been associated with the upkeep of the Fleet for more than 130 years, has now officially closed. During the Second World War the yard was engaged on repairing and refitting MTBs and MGBs, and later the Navy's fast training boats were refitted there.

SWOP DRAFTS

These ratings are anxious to exchange drafts. Anyone interested should write to the applicant direct.

Chart those curves!

Meet the lovely Lene Orgerson — queen of all she surveys.

Norwegian-born Lene, one of the finalists in the Miss Stoke-on-Trent contest, has been "adopted" as a pin-up by the Royal Navy's Inshore Survey Squadron, based at Chatham.

Her first official function was to join the Squadron at the Captain Cook Celebrations in Whitby on June 9.

This delightful picture of Lene was taken beside one of Britain's inland waterways. As far as we know the Squadron does not survey quite as inshore as that — H.M. ships Echo, Egeria and Enterprise tend to concentrate on the shallow waters on the East Coast and in the North Sea.

Picture: Staffordshire Sentinel Newspapers Ltd.



CHATHAM SHIPS DRAW CROWDS

A record number of ships was on display at Chatham Navy Days, and attracted bumper crowds over the spring bank holiday week-end.

Almost 60,000 visitors crowded into the naval base to clamber in, over and through the 17 ships opened to the public. Four NATO nations were represented.

Longest queues were to be found leading to the submarine H.M.S. Sealion, and the flying displays by Lynx, Sea King, Wessex and Wasp helicopters proved very popular.

Royal Navy ships there for the occasion included the guided missile destroyer H.M.S. Fife, and the frigates Eskimo, Yarmouth,

Euryalus and Lowestoft. H.M. ships Echo, Enterprise and Egeria flew the flag for the Inshore Survey Squadron, and the tanker Grey Rover represented the Royal Fleet Auxiliary.

H.M.S. Bossington was also open to the public, as one of four ships of NATO's Standing Naval Force Channel. The other three were from the Netherlands, West Germany and Belgium.

The Royal Marines Reserve put on a spectacular — and noisy — arena display of anti-ambush techniques.

Portsmouth and Plymouth Naval Days take place on August 26, 27 and 28.

£79,000 for the Alliance

The H.M.S. Alliance and R.N. Submarine Museum appeal, launched last month, has so far brought in £79,000 towards the appeal target of £350,000. It is intended to use the money to haul H.M.S. Alliance, an old A-class submarine, ashore and restore her as the centrepiece of a new museum complex just outside the security perimeter of H.M.S. Dolphin.

The Alliance is the oldest surviving Royal Navy Patrol submarine outside a scrapyard. As the last of the A-class she represents a link between World War II technology and the modern nuclear-powered submarine.

WITHIN DOLPHIN

At present the Submarine Museum and the Alliance lie within H.M.S. Dolphin, which for obvious security reasons restricts the number of visitors to about 40,000 a year. Outside Dolphin, the museum could cater for ten times that number.

Donations should be sent to the Appeal Director, P.O. Box 12, Haslemere, Surrey GU27 3QA.

Films for the Fleet



Spot the caricatures: This Hirschfeld cartoon includes the leading actors in the film "Rollercoaster." Identify George Segal, Richard Widmark, Timothy Bottoms, Harry Guardino, Susan Strasberg and Henry Fonda.

'ANNIE' GOES ON PARADE

"Annie Hall," hailed as one of the outstanding films of recent years and Woody Allen's best comedy, is one of the latest list to be released to the Fleet by the Royal Naval Film Corporation.

Here is the full list of releases:

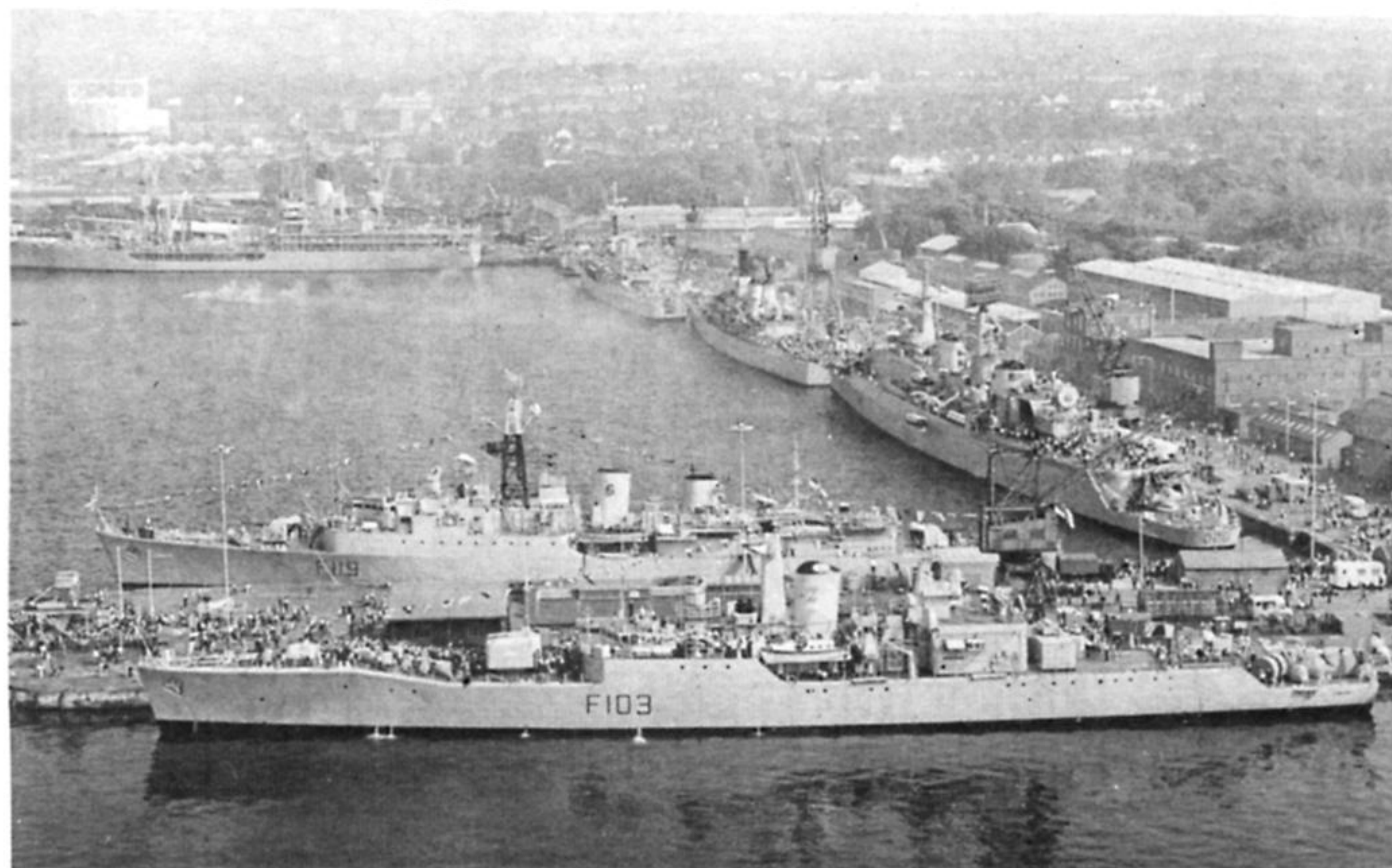
Tigers Don't Cry (A) — Anthony Quinn, John Phillip Law. Story of an assassination attempt on the life of the President of Gambia when he visits South Africa for medical treatment. Rank. No. 547.

Rollercoaster (A) — George Segal, Richard Widmark, Timothy Bottoms. An angry young man plans to get rich by planting a number of small radio-controlled bombs under the rails of amusement park rollercoasters. CIC. No. 548.

Annie Hall (AA) — Woody Allen, Diane Keaton. Comedy about a young couple's stormy relationship in true Woody Allen style. United Artists. No. 549.

The Four Feathers (U) — Beau Bridges, Robert Powell, Jane Seymour. A young officer of the North Surrey Cavalry Regiment receives white feathers of cowardice when he resigns his commission just as his regiment is due to embark for action in Egypt. Trident Barber. No. 550.

Heroes (AA) — Henry Winkler, Sally Field. A Vietnam veteran with an ambition to set up a worm farm decides to wriggle his way out of a psychiatric hospital dressed as a doctor. CIC. No. 551.



Chatham Naval Base is crowded with ships — and people — for the Spring Bank Holiday week-end Navy Days. In the foreground are H.M. ships Lowestoft (F103)

and Eskimo, backed by H.M.S. Fife (D20), the Netherlands frigate Evertsen, H.M.S. Euryalus, and R.F.A. Grey Rover.

Picture PO(A) Roger Smart.

Drafty's Corner

Question time

Drafty uses his column this month to answer more of the questions he is often asked.

Readers may have questions of their own they would like answered. Queries of a general nature which they think would have wide interest are invited by Drafty (none of the "When am I going to get a draft out of this blankety blank place?" variety, please).

Names will not be printed but it is planned to use the questions and answers as the basis for more features like this month's.

Drafty says he cannot enter into correspondence with individuals, who should see their Divisional Officers over personal drafting problems. Questions for the feature should be addressed to Drafty's Corner Questions, H.M.S. Centurion, Grange Road, Gosport, Hants.

Navy News

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NN 6/78

Why was I not promoted?

Question: Why was I not selected for promotion to CPO? I consider I should have been. Can I challenge the Board?

Answer: Hard luck — the Board cannot be challenged. The Promotions Office at H.M.S. Centurion will inform your Divisional Officer, on request, whether you were considered for selection or not. The final selection is based on Commanding Officers' reports and although your reports may have been good it means that there were others with even better reports. You have one year in which to achieve a better report.

Q: How can a man who is an Acting Petty Officer be selected for promotion to CPO?

A: The regulations state that a rating must have three years seniority as Acting or Confirmed Petty Officer, by the end of the year in which the Selection Board sits in order to be eligible for consideration for selection. At that time it does not matter if he is not fully qualified in other respects.

However, if he is selected for promotion, he cannot be promoted until he has qualified in these other respects, and if an Acting PO, has been confirmed in the rate. In this case Drafty bends over backwards to get people confirmed by, for example, getting them on the necessary courses.

Q: I have now done six years of a LSR engagement. I have given 18 months notice and I am due outside in three months time. I thought that in addition to 28 days terminal leave I would get 28 days pre-release vocational training (PRVT). My relief has been drafted in only six weeks before I am due outside and this gives me no time to do my PRVT. Is this correct.

A: Sorry — quite correct. Drafty's commitment is absolutely clear — it is to provide a relief six weeks before he is due outside. The drafting margins only allow for PRVT for those leaving the Navy on completion of a pensionable engagement. DCI(RN) 409/76 contains the rules for PRVT.

It says that while anyone who has completed five years adult service is eligible for PRVT, only those who have completed time for pension are entitled to it as of right. If at all possible, the drafting sections do relieve anyone who is eligible in time to do a PRVT course. Particularly in branches in which there is a shortage, this is often just not possible.

The Commanding Officer may be prepared to allow a man to go without relief but if not there can be no PRVT.

Q: How can I find out my position on the Advancement Roster?

A: This will depend on the type of Rosters on which you are. If it is DRY, your



advancement will be authorised as soon as you are fully qualified for the higher rate.

If it is INTERMEDIATE, your position on the Roster is governed by your basic date of passing for the higher rate, when your basic date reaches the top of the Roster, your advancement will be authorised into the next vacancy. Should the Roster be NORMAL, the points and recommendation you are given twice yearly will affect the time you spend on the Roster. Your points can allow you to overtake or be overtaken by your contemporaries. A NO or a NOT YET recommend will delay your advancement by at least a year.

In all cases, if you study the Navy News "Points Leaders" each month, you should be able to calculate roughly your own position on the Roster and estimate when you are likely to be advanced.

If you don't know how many

points you have, ask your Divisional Officer.

Q: I am a Leading Regulator and I am currently doing my 18 months sea service. I would be happy to stay at sea for longer than 18 months — what are the chances of extending my sea time?

A: There are currently only 68 billets at sea for Leading Regulators against a branch strength of approximately 250 ratings. This results in a sea / shore ratio of 18 months sea service with 4 to 5 years shore service. As there are sufficient volunteers for sea service as well as men waiting at the top of the sea roster you are unlikely to be lucky enough to get an extension.

A similar situation exists for RPOs who are currently spending 18 months at sea with 5 to 6 years shore service between sea drafts. With MAA however it is the other

How do I become a Yachtie?

Q: How do I set about joining the Royal Yacht Service?

A: Briefly the qualifications required are:

- Continuous VG Character.
- Two years' service from date of entry and to be of the Able Rate.
- Two years still to serve at the time of application.
- Recommended by the Commanding Officer.
- At least one year's seagoing service in the case of Seamen, Communications and Engine Room Branches. Once a volunteer has been accepted, he is placed on a waiting list in Centurion and is called forward when a vacancy occurs.

way round, with an expected time ashore of about 18 months after 27 months sea service.

Q: I am an LMEM and I have been trying for a long time to get a Married Accompanied draft. What are my chances?

A: Married Accompanied billets for LMEMs are as follows: Bermuda 1; Hong Kong 6 (1 Tamar, 5 Ships); and Gibraltar 8 (2 Rooke, 6 Refit and Trials Group).

Volunteers are noted, and as vacancies arise the drafts are allocated to volunteers who are due for a move at the appropriate time. So your chances depend on whether you are due for a move at the time one of these billets needs to be filled.

APPOINTMENTS

during the "Yangtze Incident," was awarded the D.S.C.

His other appointments have included navigating officer of H.M.Y. Britannia, command of H.M. ships Torquay and Phoebe, and Commodore Clyde. In May 1976 he became Chief of Staff to C-in-C Fleet.

Other appointments recently announced include:

Capt. A. D. Hutton. Norfolk in command, October 27.
Capt. K. A. Snow. Arethusa in command and as Capt F3, October 17.
Capt. D. B. Bathurst. Minerva in command November 14 and as Captain F5 designate.
Capt. B. G. Young. Cleopatra in command and as Captain F4, December 5.
Capt. B. N. Wilson. For Cardiff building and in command on commissioning, November 13.

Cdr. M. C. Gordon-Lennox. Active in command, December 21.
Cdr. E. M. Hackett. Rhyl in command, October 10.
Lieut.-Cdr. H. A. E. Powlett. Cochrane as senior officer Londonderry, November 7 and in command on commissioning.
Lieut.-Cdr. J. G. Malec. Brereton July 17 and in command.
Lieut.-Cdr. P. P. Jeanneret. Walrus in command November 28.
Lieut.-Cdr. W. R. Pym. Orpheus November 24 and in command.
Lieut.-Cdr. A. F. M. Taylor. Opportune November 2 and in command.
Lieut.-Cdr. J. J. Game. Bossington October 17, and in command.
Lieut.-Cdr. J. R. C. Foster. Oberon October 3, and in command.

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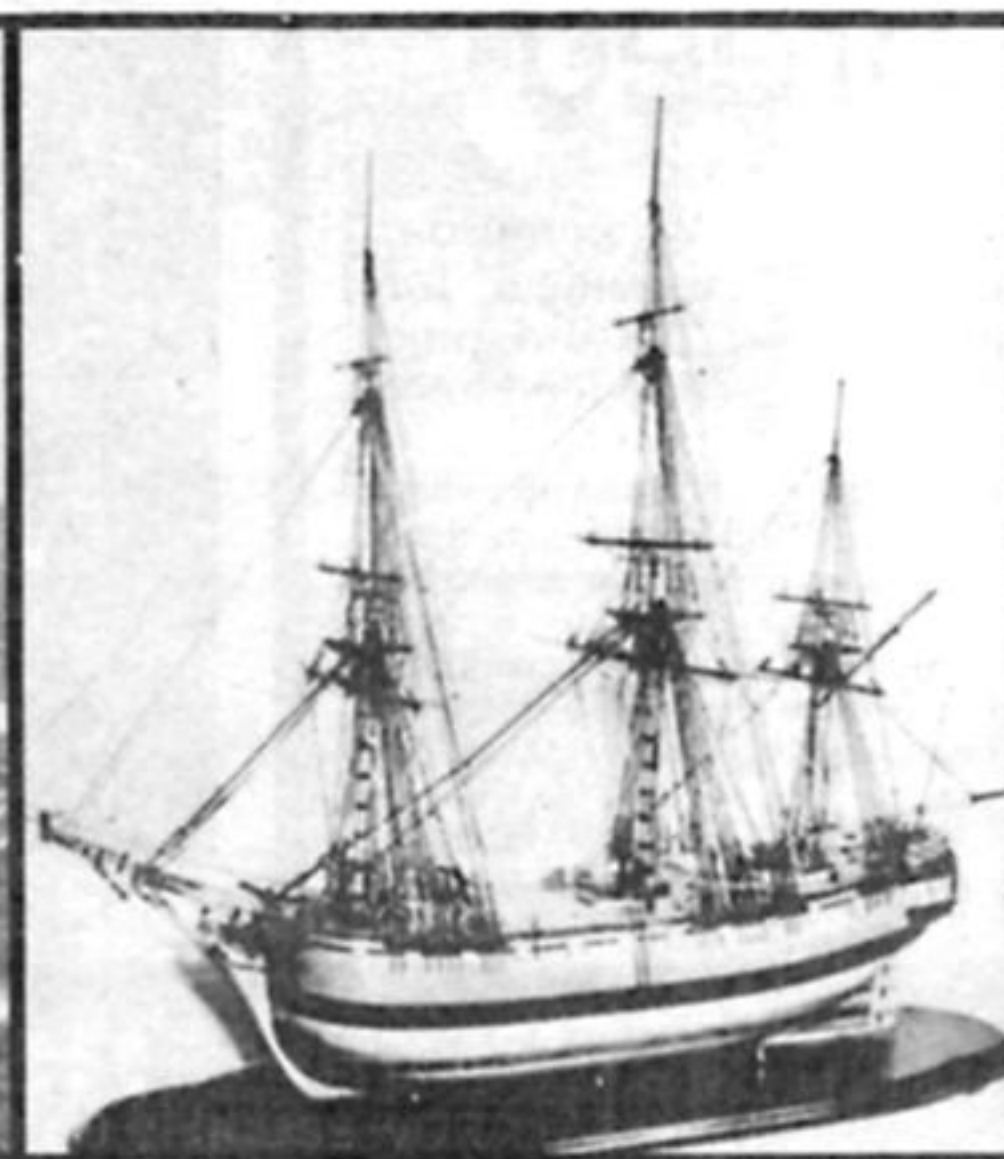
Vice-Admiral P. E. C. Berger is to be Flag Officer Plymouth, Port Admiral Devonport, Commander Central Sub Area Eastern Atlantic, and Commander Plymouth Sub Area Channel next January.

As a midshipman in H.M.S. Ajax he took part in the Normandy and South of France landings and in 1949, as navigating officer of H.M.S. Amethyst

SHIPS OF THE ROYAL NAVY No. 272 — H.M.S. Sirius



H.M.S. Sirius with her new Exocet mountings forward of the bridge.



Model of the first Sirius.

FIRST SHIP MAY SAIL AGAIN

To celebrate the bicentenary of Australia in 1988, plans are underway for Australia's first fleet to sail again from Britain and follow the 15,000 mile route to Botany Bay.

The original fleet comprised the first H.M.S. Sirius as flagship, the sloop H.M.S. Supply, six transport vessels and three store ships.

It is hoped to build replicas of the Sirius and the Supply and to reconstruct the transport vessels on hulks lying mainly in Scotland. Vessels similar to the store ships will also be built.

The ships will carry about 400 fare-paying passengers and the voyage is expected to take about eight months.

Driving force behind this ambitious plan is Mr. Jonathan King, a lecturer in politics at the University of Melbourne.

Mr. King is the great-great-grandson of Lieut. Philip King, aide-de-camp to Governor Phillips, who sailed in the Sirius from Spithead in March 1787.

STAR PERFORMER



H.M.S. Sirius shares her motto with the City of Portsmouth: "Heaven's Light Our Guide."

Facts and figures

Displacement: 2,880 tons
Length: 371ft.
Beam: 41ft.
Draught: 18ft.
Propulsion: Two double reduction geared turbines; two shafts; 30,000 shp.
Armament: Exocet surface-to-surface missile system, Seacat surface-to-air missile system, Lynx helicopter, ship-launched anti-submarine torpedo system.
Complement: 20 officers, 203 ratings.

BATTLE HONOURS

Trafalgar 1805; Belgian Coast 1914; Zeebrugge 1918; Mediterranean 1942; Malta Convoys 1942; Arctic 1942; North Africa 1942-3; Sicily 1943; Salerno 1943; Aegean 1943-4; Normandy 1944; South France 1944.

Portsmouth's link with the name Sirius — the brightest star in the heavens — is both romantic and historic. The star, depicted on the city's coat-of-arms, links a sail frigate with the present H.M.S. Sirius, equipped for a missile age and the seventh ship to bear the name.

From Spithead in March 1787, the first Sirius, a sixth-rate frigate of 512 tons, sailed to Botany Bay under Capt. John Hunter. Among those setting out for this new land was Arthur Phillips, later to become Governor of New South Wales.

A Sirius served at the Battle of Trafalgar and was followed by two more of the name in Queen Victoria's reign. A notable Sirius was the First World War cruiser of 3,600 tons which took part in Rear-Admiral Hood's bombardment of the Belgian coast in October 1914. She was finally sunk as a blockship at Ostend on April 23, 1918.

The sixth and most famous Sirius was the Second World War Dido Class cruiser, built at Portsmouth and paid for by the local people, who raised the incredible sum of £1,300,000 during Warship Week.

VALOUR, ENDURANCE, EAGERNESS

Her first major operation was as part of the covering force for the Malta Convoy, "Operation Pedestal." She was active in the bombardment for the D-Day operations, the landings in southern France and the bombardment of Toulon — now Portsmouth's twin city.

At the end of the war the Sirius operated in Greek waters. As a result of her presence at Piraeus during the Greek Civil War, she was awarded the badge of the Greek Sacred Regiment — "for valour, endurance and eagerness shown during the war for liberty." This great ship went to her rest with nine battle honours.

Keeping this proud tradition alive is the present H.M.S. Sirius, one of the Royal Navy's 26 Leander frigates, which are designed to hunt down and destroy submarines. They also have a general purpose role and can engage ship, aircraft, and shore targets.

Earlier this year the Sirius emerged from a three-year major conversion refit in Devonport Dockyard. Instead of the original 4.5in. gun she now carried the Exocet missile system, the new Lynx helicopter,

and the ship-launched anti-submarine torpedo system. She has improved accommodation and also boasts satellite communications, a computer assisted operations room and the latest sonar.

As the first frigate to be fully equipped to carry the Lynx the Sirius was not slow to prove the wisdom of this choice. During first-of-class trials in the Channel the ship's helicopter, in a star performance, amassed a staggering total of 888 launches and recoveries in 40 flying hours. A world record, the ship claims.

Before undergoing refit, the Sirius, which commissioned at Portsmouth in 1966, travelled extensively. Her destinations ranged from Hong Kong to Iceland. She visited Africa, Australia, America and in August 1970 made headline news by rescuing nearly 100 survivors from the St Kitts ferry disaster in the Caribbean, where many died in shark-infested waters.

H.M.S. Sirius, commanded by Capt. Kelly Low, is undergoing trials after which she will join the Fleet as leader in the Sixth Frigate Squadron. If, as astrologers claim, the stars rule our destiny, the Sirius, which has the brightest star in heaven on her ship's crest, is likely to prosper.



A Lynx helicopter hovers astern of the Sirius

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PHOTO POSTCARDS

Postcards in the Ships of the Royal Navy series are obtainable from Navy News, H.M.S. Nelson, Portsmouth PO1 3HH, price 10p each inc. postage and packing (75p per dozen), stamps, postal orders, or cheques. A standing order for the supply of each card on publication for 12 issues can be arranged on receipt of postal order or cheque for £1.40. Albums to hold 64 Navy News postcards are £1.50 each (including postage).

Only postcards of ships listed here are available.

Abdiel, Acheron, Achilles, Active, Adamant, Agincourt, Aisne, Ajax, Alamein, Albion (mod), Albion (pre-mod), Alderney, Amazon, Ambuscade, Andrew, Andromeda, Antelope, Antrim, Apollo (mine-layer), Apollo (Leander class, 1972), Apollo (1975), Ardent, Arethusa (pre-mod), Arethusa (mod), Argonaut, Ariadne, Ark Royal (mod), Ark Royal (pre-mod), Armada, Arrow, Ashanti (1972), Ashanti (1975), Aurora.

Bacchante, Barrosa, Beagle, Belfast, Bermuda, Berry Head, Berwick (mod), Berwick (pre-mod), Birmingham, Blackpool, Blackwood, Blake (pre-mod), Blake (mod), Brave Borderer, Brighton (mod), Brighton (pre-mod), Bristol, Britannia (pre-mod), Britannia (mod), Broadsword, Bronington, Bulldog, Bulwark (pre-mod), Bulwark (mod), Cachalot, Cambrian, Camperdown, Caprice, Carron, Carysfort, Cavalier, Centaur, Charybdis, Chevron, Chichester (pre-mod), Chichester (mod), Churchill, Cleopatra (pre-mod), Cleopatra (mod), Conqueror, Corunna (mod), Corunna (pre-mod), Courageous, Cumberland, Cygnet, Dainty, Dampier, Danae, Daring, Dartington, Defender, Defiance, Devonshire (1964), Devonshire (1974), Diamond, Diana, Dido, Diomedes, Dreadnought, Duchess, Dundas.

Eagle (mod), Eagle (pre-mod), Eastbourne, Echo, Endurance (1969), Endurance (1977), Engadine, Eskimo, Euryalus, Excalibur, Explorer, Exmouth, Falmouth, Fawn, Fearless, File (pre-mod), File (1975), Finwhale, First Fast Training Boat Squadron (Cutlass, Sabre, Scimitar on one postcard), Forth, Galatea, Gambia, Girdle Ness, Glamorgan, Glasgow, Gold Rover, Grafton (No. 1), Grafton (No. 2), Grenville, Guernsey, Gurkha, Hampshire (pre-mod), Hampshire (mod), Hardy, Hartland Point, Hecate (1967), Hecate (1976), Hecla, Herald, Hermes (pre-mod), Hermes (mod), Hermione, Hong Kong Squadron Patrol Craft (Wolverton, Beachampton, Wasperton, Yarmton, Monkton on one postcard), Hubberton, Hydra, Intrepid, Jaguar, Jersey, Juno, Jupiter, Jutland, Kent (pre-mod), Kent (mod), Kenya, Keppel, Kingfisher, Kirkistoun.

Layburn, Leander, Leopard (mod), Leopard (pre-mod), Lewiston, Lincoln, Lion, Liverpool, Llandaff, Loch Fada, Loch Killisport, Loch Lomond, Lofoten, London, Londonderry, Lowestoft, Lyness, Lynx (mod), Lynx (pre-mod 1), Lynx (pre-mod 2), Maidstone, Manxman, Matapan, Maxton, Mermaid, Minerva, Mohawk, Mounts Bay, Murray, Naiad, Newcastle, Newfoundland, Norfolk, Nubian, Oberon, Ocean, Ocelot, Odin, Olmeda, Olympus, Olwen, Onslaught, Onyx, Opossum, Opportune, Oracle, Orpheus, Osiris, Otus (No. 1), Otus (No. 2), Palliser, Penelope, Phoebe (pre-mod), Phoebe (mod), Plymouth (mod), Plymouth (pre-mod), Porpoise, Protector, Puma, Rapid, Reclaim (mod), Reclaim (pre-mod), Redpole, Relentless, Renown, Repulse, Resolution, Revenge, Reward, Rhyll, Roebuck, Rorqual, Rothesay, Russell.

Salisbury (pre-mod), Salisbury (mod), Scarborough, Scorpion, Scylla, Sealion, Sheffield (Type 42), Sheffield (cruiser), Shoulton, Sidlesham, Sir Geraint, Sirius, Soberton, Sovereign, Striker, Stromness, Superb, Swiftsure, Taciturn, Talent, Tartar (pre-mod), Tartar (mod), Tenacity, Tenby, Tidepool, Tidesurge, Theseus, Tiger (pre-mod), Tiger (mod), Token, Torquay (pre-mod), Torquay (mod), Triumph, Troubridge, Trump, Tyne, Ulster, Undaunted, Undine, Ursa, Valiant, Vanguard, Victorinus, Vidal, Vigo, Virago, Wakeful, Walrus (mod), Walrus (pre-mod), Warner, Warspite, Whistly, Wilton, Woolaston, Yarmouth, Zest, Zulu.

Sickbayman was unique breed

The apprehensive lament of MA C. W. Ferguson, S.E.N. (June) is understandable, if misguided, for despite inadequacies and imperfections the old time General Service sickbayman had much to commend him.

Compounded of a dozen different disciplines (but recognised by none), he was a unique breed. His particular training and skill developed to enable him to cope with long voyages, isolation and poor communications.

All too often he carried out duties outside the scope of the nursing profession, frequently deputising for doctors or relieving them of masses of work by his ability to distinguish between lesser symptoms and those warranting more skilled attention. He was never a nurse and disdained to be called one.

TO PROTECT

It was to protect the interests of the sickbayman himself and the only logical means of ensuring recognition outside the Service to re-structure the branch bringing it into line with the teaching and practices of civilian professional bodies.

Whether or not the new structure is suited to seagoing requirements or effective under conditions of hostilities seemed of secondary consideration and has been the subject of many an argument between the seagoing sickbayman and the hospital-hugger.

PARADOXICAL

But is it not paradoxical that within little more than a decade of the Navy discarding its tried and trusted system and as the last of the old sickbaymen pass into history, certain civilian general practitioners are advo-

cating the creation of a discipline of trained and qualified medical auxiliaries capable of diagnostic and clinical duties to replace nurses and untrained receptionists whom they have hitherto favoured to assist them in practice?

It seems the old General

Service sickbayman was ahead of his time.

John G. Hinton
Ex-CPOMA, S.E.N.

Worcester.

Up to standard

Having been a member of the 1936 Royal Tournament rope climbing team and 1939 Devonport Field Gun crew and paraded many ceremonial guards of honour, it was with pleasure and pride that I witnessed the R.N. Display Team's performance at the Plymouth Military Tattoo in May. To use the old naval term, "Up to standard."

Manadon,
Plymouth.

D. W. Large

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PAY!

Leading Cook J. C. Hall stirred up a hornets' nest when he wrote last month that he and his family could manage on his income and were embarrassed by the "poverty line" statements of the Forces Wives Association. This month more readers have their say . . .

LETTERS TO THE EDITOR

'Smug' letter

We are in a similar financial and family situation as LCK Hall but his "we manage" type letter is terribly smug.

Perhaps the lucky Mrs. Hall is handed all her husband's wages to manage on, perhaps neither of them smoke, or drink, have hobbies, watch TV, have pets, take bus rides, go home to see relatives, read books, and perhaps they are dab hands at D.I.Y., sewing and handicrafts. I too could manage if that were true.

We, too, find pleasure in family life. We love country walks and family talks and all other pleasures that are free, but we are not always a family and sometimes we feel like going out, meeting other people and being sociable.

Surely it is not wrong to want lovely furniture, rather than posser's same - as - next - door . . . and next - door . . . stuff? Surely it is not wrong for a wife who is fed up with the four walls of her house to want to see a film, have a drink at the local, eat out for a change?

Most wives like me do manage on our housekeeping and we feel too guilty to ask our husbands for more, especially knowing they just haven't got more to give us.

I agree that it's undignified to go on a march, or picket. Naval wives shouldn't have to speak for their men and perhaps that is what Mr. Hall doesn't like. Tell me how you are going to get results and we will all be quiet.

I would also like to comment on the "Chief's wife's" letter. Perhaps being that far up in rank she doesn't realize that forces wives still are regarded in poor light. Not many people will employ a Naval wife — we move around too much is their excuse.

Does she also realize that my husband could not buy the furniture he wanted on HP — he had to have a guarantor? My father, however, can buy what he likes, yet could go on the dole tomorrow.

Service wife
Plymouth.

Majority view

LCK Hall's letter should be reproduced in every British national newspaper, representing as it does the views of the vast majority of us in the Service.

Regarding ex-CPO Writer Jackman's letter on the ending of the pay ritual, I would mention — lest any young writer feels he has missed out on something — the long hours we spent totalling our ledgers for the Fleet Abstracting Centre (God bless Mrs. Smith), and the equally laborious task of writing up new ledgers each quarter.

No, Mr. Jackman, writers are not robots tied to the pay computer — in fact it's the other way round. To do its job properly the computer depends upon knowledgeable, efficient writers feeding it the correct information. Garbage in — garbage out!

S.R.A. Colley
Fleet Chief Writer
British Embassy,
Moscow.

No car?

LCK Hall makes no mention of a car. This leads me to believe he is either in easy reach of work or is on a bus route with reasonable prices. If he were drafted to R.N. air station Yeovilton he would not be so sure in saying he could manage on his wage.

For example, Yeovil to Yeovilton is £1.30 a day.

Would he be able to buy a house now and still have the same standard of living? He would also find the cost of living in this area much higher than his. I have also lived in that area.

I am not a member of the Forces Wives Association but I do not think these wives are degrading themselves — just giving the public food for thought

Naval wife
Yeovil.

Apathetic wives

I wish to express my disgust at those wives (many of whom moan about pay and conditions) who ignore and are apathetic to the efforts being made by members of the Forces Wives Association.

We have made frequent attempts to induce wives to come to our meetings and to participate in our fund-raising activities, but all we meet with is apathy, sometimes, even aggression.

Is it wrong to want better pay and conditions? O.K., it's doubtful that we will get everything we want, but at least we are making the effort.

Many wives have been forbidden to join by their husbands, who fear recrimination. My answer to all those wives who "don't want to get involved" is you are involved — by being married to a Serviceman.

D. Lang (Mrs.)
Saltash,
Cornwall.

Productivity

Civilians qualify for productivity bonuses, but we are told we can't. Surely if we are running this modern Fleet just as efficiently as of old at 14 per cent. reduced manning, that should qualify us for productivity bonuses.

R. Thompson
COEM(L)

H.M.S. Rhyll

Never satisfied

Although not begrudging the extra pay awarded to Servicemen, it appears that some of the wives are never satisfied. We were disgusted to hear one naval wife declare on TV that her extra £7 was a mere "lick of the lollipop."

I would like her to know my husband and I would be grateful to accept the £7 she doesn't appreciate. My husband was in uniform for 50 years and served in two World Wars, with all the distress and dangers that involved.

I saw the trouble with today's complainers is that they are bad managers with their big incomes. Very many ex-naval men, now pensioners, who served their country so well, should be given the same Admiralty pension offered to those now retiring from the Service. Why should our husbands be given so much less when they deserve so much more?

Lydia Pay (Mrs.)
Barming,
Kent.

No reflection

In reply to LCK Hall's letter I would like to make it clear that the remark concerning two Service wives who were "forced into prostitution" in no way reflects on the moral integrity of myself or, indeed I would imagine, the vast majority of wives who are struggling to make ends meet.

If it was a fact that this happened, I can only conclude that money was not the only factor concerned. There are other ways that respectable wives and mothers can make extra cash.

The 30,000 wives who make up the Forces' Wives Association are, in my view, doing a worthwhile job, fighting for fair play for their men. The leading cook may not feel he is worth any more than he is paid at present, but this does not apply to the vast majority of Servicemen who will have been greatly angered by his letter.

D. Smith (Mrs.)
Chatham,
Kent.

Contented wife

I agree entirely with LCK Hall. My husband is a killick and we have two school-age children. We are not in debt, we eat well and even manage to run a car.

We don't have our own house, but we still save £35 a month, so I suggest perhaps a few free home management courses wouldn't come amiss for some wives.

One wife told me a few weeks ago that, after all her debts were paid each week, she had only £3 for food. I was speechless. Her husband is a killick and they also have two children.

It is no good blaming the Government if we can't budget our own affairs properly.

Plymouth.
Contented naval wife

Replace AFPRB?

If the latest report of the Armed Forces Pay Review Body is honoured, I will feel more grateful to the firemen than the AFPRB.

It is disgraceful that Servicemen cannot pursue a legitimate claim for civilian wage comparability but have to rely on a Wives Association.

Maybe it's time to replace the AFPRB.
L. Cole
CCEA

H.M.S. Collingwood.

Pensioners R.N.

One reads with interest of the activity, enthusiasm and hard work of the Forces Wives Association. But the reason I put pen to paper is to try to get a similar response from all the many "Pensioners R.N." Isn't it time we had recognition and reward? After all, to wait for 15 years after going to pension before any review of increase is made is a bit much.

Surely we are as worthy as many others in similar conditions and who receive yearly cost-of-living index rises. Have we a recognized association? After many searching letters I have failed to find any response to the matter.

Ron Feasey
Ex-CPO/TASI
Bournemouth.

Annual increase

Why should pensions not increase annually so that we do not have to wait until age 55 for due reward for services rendered?

Not everyone aged between 40 and 55 takes on other pensionable employment, as has been suggested to me, and which I consider of no relevance anyway.

Jan Redmore
Ex-CPO, FAA

Brixham,
Devon.

Forces' union

Publicity has been given to the idea of a union for the Forces. I, for one, am against this, but I think that proper representation might well be of benefit to the Services in Parliament.

The idea of an M.P. for the Forces has been talked about, but how about an M.P. for each part — the Navy, the Army and R.A.F. (and possibly the R.M. too).

Perhaps these M.P.s could be of independent political ideology, responsible to no major political party and so able to represent the interests of the Servicemen fully. These elected M.P.s might well hold influence in excess of their numbers, especially when there is a minority Government.

I would not advocate the abolition of the AFPRB, but rather would suggest that this body work with any elected M.P.s.

B. C. Martin
CPO WTR
HQ AFSOUTH

JACK

by TUGG



BARHAM BLOCK H.M.S. NELSON PORTSMOUTH PO1 3HH

More memories of AB Just Nuisance

How strongly four-legged friends feature in the happy memories of old sailors was proved yet again by the response to the letter in Navy News about AB Just Nuisance, "the dog who liked his beer." A big postbag contained reminiscences and pictures of the much-loved Great Dane from wartime days in South Africa.



This old postcard celebrates the wedding of AB Just Nuisance (left) to Adinda at Hout Bay, Cape Province, in 1941.

Food: Why pay for 'nothing'?

The latest Pay Review report tells everyone that the Services should have more money, but for the time being we must be content with a ten per cent increase in basic pay. Yet at the same time food charges are increased by 20 per cent.

The sum of £1.12 a day is paid by unmarried personnel for meals whether they have them or not. To bring a minimum amount of justice into the situation, it is suggested that unmarried personnel be refunded with two days' food charges when they take week-end leave. The sum of £2.24 is a considerable one to pay for nothing.

Remember casual meal takers pay only for the meals they take, with little notice of their requirements.

MEA

H.M.S. Cochrane.

The new food charge was reached by increasing the 1977 rate by the percentage increase in the Retail Price Index for food over a 12-month period. Already, we are told, the daily food charge is abated by ten per cent, representing one week-end

in three away from the establishment. Those fortunate enough to get away for more week-ends should be compensated by the element in the X factor to cover such a duty week-end cycle.

The official view is that continuous payment of a standard meal charge is of benefit to the majority in terms of cost and quality of food. Service food charges compare favourably with cost of meals to civilians, it is considered.

Casual meals are provided for personnel not victualled in their own ship or establishment and numbers are relatively few and can be provided for without too much notice. The casual meal charge is based on actual cost of the meal, plus a sum to cover overheads, plus VAT, and so is higher than the standard meal charge — a difference of 23p a day at 1978 rates. — Editor.

Letters arrived from men who served ashore there and in ships such as Prince of Wales, Newcastle, Hawkins, Glasgow, Shropshire, Mauritius, Dorsetshire, Cumberland, Express and Cheshire.

Officially, it seems, the dog was entered in the records as a bone crusher by trade and a scrounger by religion. The anecdotes add up to a tale of a dog who called on countless ships in search of tasty tit-bits, who jealously guarded his free place on trains and buses around Simonstown, and who had an uncanny knack of discovering — and looking after — sailors who had partaken too well. One letter said that men could safely find their way home by holding on to Nuisance's tail.

THE WEDDING

The pictures sent included one of Nuisance's "wedding" and another of some of his descendants — which is interesting because one correspondent recalls a fight which the Great Dane had with the pet from the Shropshire, as a result of which, it is claimed, Nuisance "lost half a testicle and learnt to give the ship a wide berth."

Eventually the popular character died — of drink, it is alleged — and some 400 attended his funeral at which there were naval honours and the Royal Marines fired a volley over his grave.

TOMBSTONE

One reader sent a picture of his tombstone, recording his death in 1944 at the age of seven as "Great Dane Just Nuisance, Able Seaman R.N., H.M.S. Afrikaner 1940-44."

Among those who wrote to us about AB Just Nuisance were: J. V. Waldram (Nottingham), ex-AB James Devine (Bangor, Co Down), ex-PJX K. Eyre (Sheffield), ex-AB/GF F. Mantle (Walsby, Herts), ex-Bunting topper T. W. Griffith (Arundel, West Sussex), ex-SPO M. C. Mantell (Southsea), D. Langdale (Beeston, Leeds), Eng. Lieut W. Moody, Ret. (Bishopston, Swansea), ex-AB/ST E. Heathcote (Leicester), ex-CPO L. V. Leather (Billingham, Cleveland), ex-Leading Steward Jack Sampson (Workshop, Notts), ex-LTO E. Brandrick (Stourbridge, West Midlands), ex-Marine A. T. Boden (Plymouth), ex-Seaman PO R. J. Hatch (Portsmouth), ex-Chief TAS L. Perry (Looe, Cornwall), and ex-AB/PJX J. Needham (Sheffield).

A PRINCE OF SHIPS

I agree with Lieut.-Cdr. A. Marshall (May). H.M.S. Prince of Wales was one of the happiest ships I served in during 32 years in the Royal Navy.

Capt. John Leach was one of the finest leaders, and I saw many a tear when he was machine gunned on the quarter deck as we were sinking.

C. E. S. Collier
Ex-gunlayer

Wimbledon.

At the time of the Prince of Wales sinking I was on board the Express, which went alongside

to take off the crew. I think everyone was too busy to cheer a ship going down, as has been claimed, and I certainly didn't hear anything.

R. J. Hatch
Ex-Seaman PO

Cosham,
Portsmouth.

It is not a lie to say there was cheering when the Prince of Wales went down. I can vouch for the fact that most of the survivors of H.M.S. Repulse did just that from the upper deck of H.M.S. Electra. The excellent book "Battleship" records: "There was a mass exodus to the upper deck where a hearty cheer bade her farewell."

W. C. Tinkler
CRS

Portsmouth.

Apologies for the 'metric frigate'

In the process of getting to work on my grandsons with the aid of some good publicity from the Portsmouth recruiters, I discovered that we are actually bragging about the arrival of the "first metric frigate."

It must strike most people as misguided, to put it mildly, to turn the clock back 180 years to an inferior measurement system (hurriedly hatched out of the French Revolution and still unpopular) instead of our own more sophisticated and handier system.

But it raises a larger question: Is it not an example of how my generation in high places has failed to stand firm on important issues? I apologise to our reliefs for the awkward turnover.

Petersfield,
Hants.

P. R. Ward
Cdr., ret'd.

Save the Achilles

Another letter about preservation — not for a ship as large as some, or so expensive, but famous — yes.

The ex-H.M.S. Achilles (I.N.S. Delhi), representing the Leander-class cruisers and their

war work, is surely worth saving. The Indian Navy obviously took great pride in her because of the illustrious war record of this cruiser and the class in general. Knebworth, R. B. Hayter
Herts.

Regarding the "Jonah" aspect of the Prince of Wales, this point was definitely not evident during the Bismarck incident, nor in 1941 when Churchill chose to cross the Atlantic in the Prince of Wales to meet Roosevelt.

D. G. De la Mare
R.N. Enthusiasts' Society,
Gosport.

Jenny's people!

I find items and letters about Jenny and her Side Party very interesting. Each month I sit and read bits of Navy News to Jenny — who seems to know more people mentioned in the paper than I do!

Dave Login
Leading Seaman
H.M.S. Tamar

HELP US FIND YOUR REPLACEMENT.

Finding new recruits for the Royal Navy and Royal Marines isn't just a case of signing up every young lad who comes along.

We need youngsters who are bright and keen and interested in the Service. To find them, we need men with experience and judgement. Men who can spot a promising young recruit underneath his long hair and his jeans.

If you are a FCPO, CPO, WO or C/Sgt RM, coming up for retirement, perhaps you would like to continue your naval service as a Careers Adviser.

You'd probably be based in one of the 62 Careers Information Offices.

As well as interviewing young men, you could be involved in local publicity work and liaison with schools and youth organisations.

You'll enter at the same rank that you leave the Fleet, and after three years you could be eligible for promotion to Lieutenant.

It's a responsible job, for as well as selecting new recruits, you must also give them an accurate picture of the Service they will be joining.

If you think you're the person to start young men on their new careers, and start on one yourself, details are available in DC1 RN 192/78. Alternatively, get an information booklet from your local Resettlement Officer or direct from the Directorate of Naval Recruiting, Room 103 AB (N) OAB, Old Admiralty Building, Spring Gardens, London SW1A 2BE.

ROYAL NAVY AND ROYAL MARINES CAREERS SERVICE.



ARROW CUTS A DASH

Watched by the Queen and Admiral of the Fleet the Duke of Edinburgh from H.M.Y. Britannia, H.M.S. Arrow's company perform "cheer ship" as the frigate cuts through the water at 20 knots.

The Arrow, escort to the Queen in the Royal Yacht during the State visit to Germany, was visited (below) at Bremerhaven by the Duke — the first time he had been on board a Type 21 frigate. During his short stay on board he met senior and junior rates and spent some time with officers in the wardroom.

The Duke also visited F.G.S. Hessen, which accompanied the Britannia and the Arrow on their visits to Kiel, Bremerhaven and Bremen.

The Arrow, now in dry dock at Devonport for maintenance, also gave a sea demonstration to 50 German V.I.P.s.

● Left: The Duke of Edinburgh being welcomed on board H.M.S. Arrow at Bremerhaven by the commanding officer, Cdr. Bill Davis, and the first lieutenant, Lieut.-Cdr. Tony Bull. Pictures: LA(Phot) Tom Suddes.

Don't tax your brain . . .

When income tax was introduced in 1799, the assurance was given that it was simply a temporary measure . . . We thought the time had come, just in case it's here to stay, to pass on a few tips towards greater understanding.

There's good reason to know as much about the subject as possible and, with this in mind, the following article, prepared by the taxation service of a major bank, should help or at least point you in the right direction.

No one need pay more than he has to, but with the explanatory leaflet issued with each income tax form running into several thousand words it is often difficult to know exactly what reliefs and allowances one is entitled to and when and to whom one should turn for advice.

So it is as well to know that the Inland Revenue issue a number of booklets and leaflets which deal in greater detail with problems of interest to all taxpayers. These are all free and may be obtained from any Inspector of Taxes on request.

As some of these pamphlets are of limited interest to many readers, it is not proposed to print here the full list but simply to mention some likely to have the greatest appeal.

Leaflet I.R.22 (Personal allowances), a most useful publica-

tion, describes some of the income tax personal allowances and reliefs, covering those for single persons, married men, married women, children, housekeepers relief, dependent relative relief, daughter's services, blind person's relief, life assurance and age relief.

Obviously, not all these reliefs are relevant to Servicemen themselves, but others could well affect them in relation to their parents, particularly where the parents are elderly and looking to the family for financial support.

Service personnel whose own children are due to start earning.

Navy News has previously mentioned relief for mortgage interest, and DCI (RN) J.62 (1977) is helpful on this subject, but Leaflet I.R.11 (Tax treatment of interest payments) is also essential reading for the house owner and for Service personnel contemplating house purchase.

For the Serviceman who anticipates starting his own business in the future or whose wife wishes to do so, Leaflet I.R.28 (Starting in business) makes essential reading and this booklet itself schedules several other leaflets covering such associated subjects as Employers Guide to P.A.Y.E.; National Insurance for the self employed and employees; V.A.T. implications; Capital Allowances on plant and machinery.

£ £ £

If you have a problem — or think you have a problem — which is not covered by the leaflets mentioned, a letter to Public Departments 4, Cardiff, or a call at any Income Tax office will tell you whether there is a leaflet which can help.

Basically, some advice should be sought whenever you have a

change in your personal or financial circumstances, for example:

Marriage; separation or divorce; birth of a child; receipt of additional income from earnings or investments (including income relating to children for whom tax allowances are claimed); disposal or cessation of such; inheritance; the taking out of life assurance or mortgage on property; letting of property; disposal of property or interest in land; start or end of overseas service; death of a parent, where the Serviceman may have some financial responsibility.

£ £ £

There are also many books on every aspect of taxation, but one of the simplest to understand and cheapest to buy is, perhaps, The Daily Mail Income Tax Guide, published annually within a week or two of the Finance Act becoming law.

If you need still more information, public libraries are worth a try. But generally, if your problem is such that recourse is to be made to such publications, professional advice should be sought. For this you must expect to pay.

Where should you go for such advice? Many firms of accountants deal with tax, while

someone who specializes in the subject would be particularly versed in the ramifications of this complicated subject. Most banks have specialist Tax departments to help you.

Footnote: This article was prepared by Lloyds Bank, whose Tax Office at Rothschild House, Whitgift Centre, Croydon CR9 3QY, would be pleased to help, whether you bank with Lloyds or not. (There may be a small charge, depending on the amount of advice required).

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CAPITALS PLEASE

It is an essential booklet for Servicemen contemplating marriage and explains the additional relief due and the assessability of the wife's income, both during the year of marriage and in subsequent years.

Leaflet I.R.13 deals with the treatment of taxation of wife's earnings and, because there is no hard and fast rule here as to when the special election would be beneficial, it may be necessary, to obtain separate advice year by year to determine the position.

Leaflet I.R.2 (Paying tax for the first time) will particularly interest young Servicemen or women, especially if their service follows immediately after leaving school or further education. It will also be useful to

For the Servicemen with investment income there are several leaflets on Capital Gains:

C.G.T. 1: How to Calculate your Gains.
C.G.T. 2: Quoted Shares and Securities.
C.G.T. 3: Individuals — Rate of Tax. Alternative basis of charge and exemption for small amounts. (The current booklet will need considerable revision following the Budget.)

C.G.T. 4: Owner-Occupied Houses (D.C.I. (RN) J.63 should be read with this leaflet where the home is not occupied because of Service commitments).

C.G.T. 5: Unit and Investment Trusts.

C.G.T. 5A: Capital Gains Tax — Unit and Investment Trusts.

C.G.T. 7A: Individuals: Treatment of assets on death (deaths after 30.3.1971).

C.G.T. 8: Capital Gains Tax (A comprehensive pamphlet).

For the Serviceman with investment income and who is going abroad on a long overseas tour, Leaflet I.R.20 (Residents and non residents: Liability to tax in the United Kingdom) is useful, although it should be remembered that Service emoluments are regarded as having been earned in the United Kingdom irrespective of the overseas station or ship in which the Serviceman is stationed.

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Jim Swift, Navy News and National Press cartoonist, is now printing T-Shirts / Sweat Shirts for the Royal Navy. He offers personal consultation to Ships and Establishments in the Portsmouth area and a mail order service elsewhere. Competitive prices, discounts on large orders. Artwork and colour service if required.

See what Crichton's cooked up . .

H.M.S. Crichton's mascot really takes the cake. He's a likely little lad called Proper Ansum who lives on the mast and will be familiar to West Countrymen.

Proper Ansum is also the emblem of the Associated Family Bakers of Devon and Cornwall, with which the ship formed a friendly association during her protracted period in Devonport.

The Crichton — the Fishery Protection Squadron's newest (and oldest!) member —

reported for duty at Rosyth to start a work-up period.

The former Coniston-class minesweeper, now converted into an enclosed bridge minesweeper and patrol vessel, was launched in 1953. Most of her service has been with Clyde and South Wales divisions of the R.N.R.

She now has Deltic engines, a full fit of mine countermeasures equipment, and a searchlight for night identification and boardings.

Her passage to Rosyth was interrupted by 70 hectic hours on station at the scene of the

Eleni V collision where she directed spraying operations to try to save East Anglia's beaches from oil pollution.

Her commissioning service in H.M.S. Drake was followed by a party at the Plymouth Fleet Club during which the Senior Rates Mess forced up the auction price of a carving set to £8 — to the wardroom's cost! AB Buster Browning inadvertently paid £6 for a Thermos flask by sneezing at the bar.

Scheduled for the newest member of the Squadron's Coastal Division were a families day from Rosyth and a visit by the villagers of Crichton, near Dalkeith.



Five "Proper Ansums" of H.M.S. Crichton — the proper one (centre) surrounded by (left to right, top) AB Jones and SEA Wanless and AB Helmer and LS Moore.

HAIL, CONQUEROR!

TIGERFISH TRIUMPH IN THE BAHAMAS

H.M.S. Conqueror returned to Faslane for an extended maintenance period after a successful series of Mk 24 Tigerfish torpedo firings on the Atlantic underwater range in the Bahamas.

Over a period of weeks, the Conqueror made a large number of firings, mostly at H.M.S. Porpoise. Fortunately for the Porpoise, most weapons were set to run under her or were turned away at the last moment!

To test Tigerfish against high-speed, deep nuclear submarines, a remote-controlled target was used. As a grand finale, several weapons were fired to hit. This ultimate test for a "blind" guided missile system had everyone biting their nails in expectation.

ELATION

When the hits were achieved, the sense of elation on board the Conqueror was tremendous.

It is always good for the hunter to try his hand at being hunted, so between shots at the Porpoise, the Conqueror herself was put to the test by the R.A.F.

After Nimrod aircraft dropped homing torpedoes, the experience of high-speed weapons close to the Conqueror proved an interesting — albeit alarming — experience for all.

The Conqueror's first port of

call was Charleston, South Carolina. She arrived in January after a very fast dived crossing, only to find the expected good weather had not materialised.

The submarine's volunteer band had practised Dixieland tunes all the way across ready for the entry to harbour, but had to withdraw from the casing because the severe cold was freezing their fingers to the stops!



A Tigerfish torpedo being loaded into H.M.S. Conqueror at Cape Canaveral.

HAT TRICK FOR ANTRIM



H.M.S. Antrim has won the Royal Navy's anti-aircraft Seaslug missile trophy for the third year in succession — the first time a ship has done so.

The trophy is competed for annually by the seven County class guided missile destroyers and takes into account the performance of the system in exercises throughout the year.

Another prize has come the Antrim's way: the surface gunnery trophy, won by the ship's 4.5in. system team against competition from all ships with a medium-range gun system.

The two silver trophies were presented to the Antrim — at present undergoing refit at Portsmouth — by Rear-Admiral R. R. Squires, Flag Officer First Flotilla.

Pictured with their trophies (left to right) are Sub-Lieut. Townsend, Lieut. Dickenson, Lieut. Ware, Lieut. Gittins, OEMN Breakwell, Lieut. Molyneux, PWO(A), AB(M) Adams, Capt. Gordon Walwyn, PO(M) Adams, Cdr. Pirnie (WEO), CEA Brown, Lieut. Morrison, CCEA Sticklee.

Picture: CPO(Phot) Tony Wilson

OBITUARIES

J. L. Hall, CEA1, H.M.S. Nelson, May 18.
W. W. Smith, CK, H.M.S. Dryad, May 18.
G. N. Cheetham, R.M. CSGT, June 1.
S. N. Burgess, REM2, H.M.S. Dolphin, June 4.
H. M. Maltby, EA1, H.M.S. Dardanelus, June 9.
W. T. Gee, Lieut.-Cdr, June 11.
M. E. Knight, MEM1, H.M.S. Sultan, June 13.

R. Horn, Ex-Signalman, Devonport, May 16.

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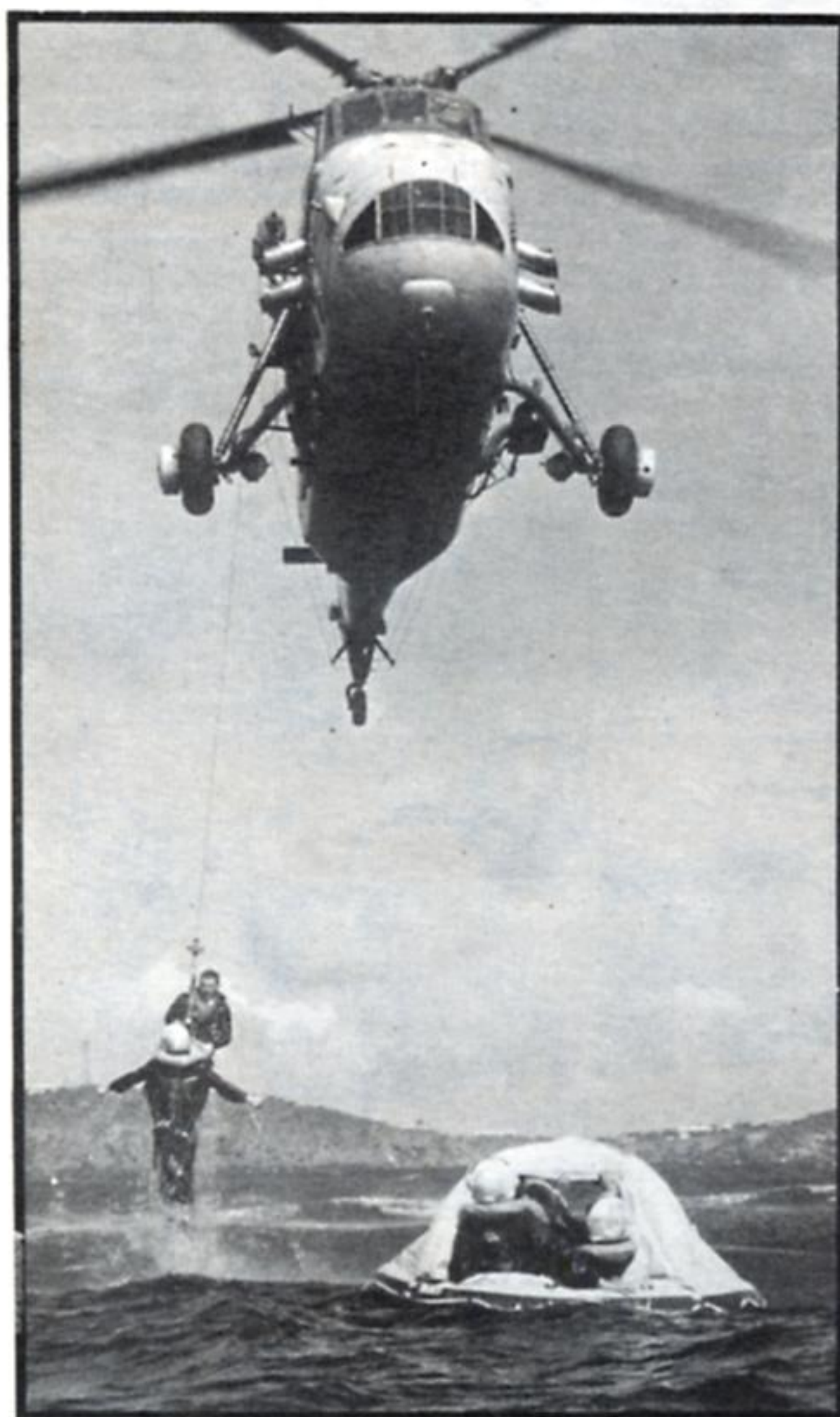
Whitbread Duty Free Trade Division



Cartoon by LA Chris Spittlehouse, H.M.S. Ark Royal. Right: EM(AW) Bill Linaker, EM(AW) Bob Maitland, LEM(AW) Ollie Burton and EM(AW) Stuart Hollings befriend a dancer in St Thomas. Far right: By contrast, the Ark's "sweeps" pause for a portrait as they clean the trunking by the traditional method. The ventilation party is MEM2 Ashie Ashworth (top), MEM Wild Moralee, MEM2 Keith Wyles and MEM2 Spike Pike. Circle inset: LMEM Bob Fleming meets Gordon Banks at a friendly football match on June 5 between the Ark's Engineer Dept. and Fort Lauderdale Strikers.



THE ARK GOES TROPICAL



We all know what an abundance of work unrelieved by play does to Jack ... and H.M.S. Ark Royal has been maintaining a fair balance during her last deployment, to the Caribbean and the United States.

After the strain and sweat of Caribbean exercises, for example, the carrier and her supporting R.F.A.s paid a six-day visit to the Virgin Island of St Thomas.

Although taxis were plentiful, many sailors chose to drive themselves around the island and its beautiful beaches by self-drive hire cars, motor-cycles and mopeds.

Fancy dress

In company with H.M.S. Devonshire, H.M.S. Antelope and R.F.A. Olmeda, the Ark then headed north to the Jacksonville area for more flying exercises.

The passage was brightened by a flight deck fancy dress fair for charity, opened by the "vicar and his lady" (the commanding officer and ship's chaplain in drag) and including a crossing the Tropic of Cancer ceremony, horse-racing on the liftwell and sideshows.

In Exercise Solid Shield, the Ark's aircraft found themselves operating "against" the U.S.S. John F. Kennedy. Later the squadrons mounted a fire-power demonstration and mini air display for the benefit of the



With the Ark anchored about a mile off St Thomas, the ship's boats were kept busy ferrying libertymen ashore for banyans, shipping, and sightseeing runs.

ship's company — and attracted a large crowd on the flight deck.

The ship's programme planners decided that Thursday May 25 was more suited to being a Sunday — so they

to the United States mainland.

The Americans' customary warm hospitality to the British sailors was repaid to some extent by an official cocktail party on the flight deck and opening the ship to visitors —

Pictures by Lieut. Rodney Safe, LA(Phot) Julian Anderson, LA(Phot) Stephen Collinson and LA(Phot) Steven Pratt.

brought Sunday forward and held a kite-flying competition which attracted 70 entries and a "Supermess" sports contest.

On May 30, the carrier docked at Port Everglades, Fort Lauderdale, Florida, for her first visit of the deployment

almost 10,000 of whom toured the Ark.

The introduction of tropical routine — starting and finishing work early — gave everyone the opportunity to tour the area and soak up the Florida sunshine.

FILL 'ER UP!

Fill 'er up, four-star please! An 892 Squadron Phantom re-fuels in-flight from a 809 tanker. A Phantom (centre) and a Buccaneer (far left) fire rockets during Ark's mini air display.

TAKING A DIP

Above: A swim during working hours attracted plenty of volunteers to be rescued when the Ark's Search and Rescue Flight carried out wet winching drill off St Thomas.





When 167 miles does not add up to 'separation'

When a wife finds herself living 167 miles away from her husband, it would probably take the powers of a contortionist with words to convince her that they are not separated.

"I wonder if anyone can explain to me why, when I live in Kettering and my husband is stationed at Portland, we are not considered to be 'separated'?", is the question one wife puts — not the first time this type of query has been voiced.

"We do not own a car," she says, "and due to the watch system my husband works he is

unable to get a lift, so this means a long and tedious journey taking an average of eight hours.

"When his warrants run out he will be unable to come home as regularly as he would like because of the cost of rail travel, and 'separation pay' would help a great deal.

"It seems that men are encouraged to buy their own homes and then penalized afterwards for doing so. My husband tells me that 200 miles is the lower limit for separation and, according to naval distances, we live 167 miles away, I call that separated."

Wives know better than most, of course, that Servicemen normally expect some separation and this, we are told, is taken into account when assessing the X factor. Payment of separation allowance does not begin until this "normal" amount has been exceeded.

The 200-mile limit was introduced on the assumption that a man could not travel that distance to have 24 hours at home over the week-end. Inevitably, any distance would be divisive. But there is one item which might prove more hopeful. Rules surrounding the payment of separation allowance are at present under review in the M.O.D., we hear.

TWO PAGES FOR FAMILIES

Kitchin hints!

"Have stove, will travel," is the motto of naval wife Frances Kitchin, a qualified home economist, who appears on Westward Television and broadcasts on B.B.C. Radio Bristol and Woman's Hour.

Having always enjoyed camping and caravanning, Frances in her first book "Cook Out" shares hints on catering for a family on a one-gas burner. Now she is working on more books.

She is the wife of Lieut.-Cdr. Ian Kitchin, serving at R.N. air station Yeovilton.

Picture: T. J. Tierney.

Bad debts 'affront'

A large debt-collecting company has been quoted in some newspapers as saying that bad debts from the Forces have almost doubled over the past two years and that more and more Servicemen are getting into debt.

"I feel these reports discredit the families of serving men," says Mrs. C. Bragg, of North End, Portsmouth.

She goes on: "I realize there are quite a few people who get into serious debt regularly, but they are surely in the minority. What adds further to the affront is that at the same time some newspapers carry loan advertisements specially aimed at Servicemen."

Guidelines for making radio telephone calls to Royal Navy ships at sea have been spelt out in a new official announcement, which also gave the cost. Unfortunately, the figures given (and reported in our columns) were out of date, and would-be participants will have to pay rather more than was quoted.

Costs depend on where the

ship is and the type of transmitter used, the correct charges (as in May this year) being as follows:

VHF (H.M. ship within 50 miles of U.K. coast station), 81p for three-minute call, plus 27p for each additional minute. MF (Ship within 250 miles), £1.35 (45p). HF (Ship elsewhere), £3.15 (£1.05).



Wives and children of members of the ship's company of H.M.S. Tenacity get into the spirit of things after the ship had been rededicated at a ceremony at Rosyth naval base.

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PEOPLE IN THE NEWS



The **MILNER** brothers, all serving in the West Country got together on board H.M.S. Ambuscade for this picture. From left to right they are **KEITH**, an REM2 who has just joined the ship; **GRAHAM**, a leading cook at R.N. air station Culdrose; and **STEPHEN**, an LMEM who has been in the Ambuscade for six months. Stephen won the Captain's Award while in H.M.S. Kent for inventing a steam cleaner, and Keith was recently commended by the RSPCA for saving livestock trapped on Dartmoor during the January blizzards.

They're
there
for the
exercise!



Pictured on the flight deck of H.M.S. London when she visited Funchal, Madeira, is **MECH1 KEITH BROWN** with his 250 c.c. trials bike. Keith has been competing in trials for six years as a member of Gosport and District Motor Club. His most recent success was a good second place at Catalan Bay in April while the London was Gibraltar guardship.



The face is familiar, the clothes are not. It is **Admiral of the Fleet Sir EDWARD ASHMORE**, who for several days in May became the best known "brickie" in the business. Television and Press cameras were out in force at H.M.S. Nelson to record Admiral Ashmore's prowess with a trowel.

The former First Sea Lord and Chief of the Defence Staff was taking advantage of an educational and vocational course in bricklaying. He intends to put his new-found knowledge to use around his home and garden.

Picture: CPO(Phot) Tony Wilson.



Capt. **E. R. ANSON**, commanding officer of H.M.S. Ark Royal, presents a beautifully mounted scale model of a Royal Marines band to **WO KEITH WHITTALL**, bandmaster of the Ark's R.M. band. The model was a gift from Mr. **VICTOR STACEY** of the Gravesend Royal Marines Association, and marks the 75th anniversary of the R.M. bands. It is hoped the model will find a place in the R.M.

Museum at Eastney when the Ark pays off.

● **Massed Bands** of the Royal Marines celebrated the birthday of the Duke of Edinburgh by Beating Retreat on Horse Guards Parade on June 1. The ceremony also marked the 25th anniversary of the Duke's appointment as Captain General Royal Marines.

It turned out to be a false alarm, but proved how dangerous life can be on an oil rig.

Cdr. **Pike** visited the Shell-Esso rig as part of his training before taking over as the Navy's catering adviser in the Ministry of Defence.

Catering supervisor on the rig is ex-LCK **FRANK "CAMP BOSS" BURLINSON**.



Pictured in H.M.S. St Angelo, Malta, for the NATO exercise Dedicated Defence are six W.R.N.R. communicators, LWren **DEBRA GARVEY** and Wrens **JUDITH STRINGER**, **LORRAINE PARROTT**, **HELEN HERRINGTON**, **SONIA ROLLO** and **CHRISTINE DANIELS**. Also involved in the exercise were probably the last three R.N.R. officers to serve in St Angelo, Lieut.-Cdr. **ADRIAN MARTIN**, **MICHAEL HOME** and **TONY VOYSEY**.



Congratulations from one four striper to another! Capt. **R. E. LAMBERT**, commanding officer of H.M.S. Raleigh, awarded the new badge to **STD RONALD CRISPIN** on completion of his seven weeks initial training at Raleigh. Ronald was eligible for three good conduct badges because of 12 years he spent in the Royal Air Force, and the fourth stripe was awarded on his selection as class leader of a group of 25 men.



After inspecting H.M.S. Ark Royal off Puerto Rico, Rear-Admiral **W. D. M. STAVELEY**, Flag Officer Carriers and Amphibious Ships, flew in all of the ship's five different types of aircraft. That's why his flying overalls are emblazoned with the badges of 809, 824, 849B and 892 Squadrons.

Seeing the Admiral away from the Ark are the commanding officer, Capt. **E. R. ANSON** and **FMAA P. ROBERTSON**. Admiral Staveley is carrying a picture proving his prowess in downing a **Lepus** flare with a Sidewinder missile fired from a Phantom.

GET WISE ON DCIs

GET A GRIP ON THINGS!

Since Early Man discovered how uncomfortably easy it was to slide off a log into the sea, Nature has had plenty of time to develop some really useful matelots' feet.

However, whatever progress might have been made came to an end when homo sapiens went soft, and started to wrap his tootsie-wootsies in furry boots.

For centuries since then, sailors have been slipping about on decks constructed of various materials, and it is heartening to learn that the Royal Navy is still continuing research to find improved slip-resistant coatings.

While the backroom boys have no monumental break-through to report, "encouraging results" have emerged from Fleet trials of improved suede

Epigrip, and this is to be introduced for general use.

SAND AND PAINT

While the basis remains that of an handful of sand in a pot of paint, the official announcement explains that "improved suede, Epigrip, which is loaded with fine abrasive to obtain a higher co-efficient of friction, has good adhesion properties when applied over older, worn, epoxy coatings without any loss of the essential non-slip characteristics."

DCI (RN) 298

☆ LWPTs at Temeraire

The first Leading Wren Physical Trainer (LWPT) Course since the introduction of the WRNS Physical Training and recreation category has taken place at H.M.S. Temeraire. This is a further step towards providing Wrens with wider career opportunities in the Service.

Interviews and tests to select Wrens to be drafted for the next LWPT course, beginning on 9 January 1979, will be conducted during the summer and autumn

of 1978 at H.M.S. Temeraire.

It is expected that one course for LWPT will be held each year starting in January. Applications by Wrens to take an aptitude test, whether with a view to attending the 1979 or a subsequent course, should be forwarded to The Commanding Officer, H.M.S. Temeraire.

DCI (RN) 337

☆ Lynx Unit honoured

The Flag officer Naval Air Command has awarded the Boyd Trophy for 1977 to the Lynx Intensive Flying Trials Unit,

700 L Naval Air Squadron, based at R.N.A.S. Yeovilton, for its outstanding achievement in introducing the Lynx helicopter into naval service.

DCI (RN) 328

☆ Fleet Air Arm prizes

Fleet Air Arm prizes and awards for 1977 are as follows:—

Daedalus Trophy, Lieut. (X) (O) J. C. Rapp; Bell Davies Trophy, Midshipman (SL) (P) A. R. Cambridge; Falcon Trophy, Lieut. (X) (O) J. C. Rapp; Ferguson Shield, Lieut. (X) (O) A.

G. Rogers; Fulmar Trophy, Lieut. (SL) (O) C. L. Palmer; Hallam Trophy, Sub-Lieut. (SL) (P) J. P. Millward; Hibernia Cup, LACMN R. D. Wilson; Kelly Memorial Prize, Lieut. (X) (P) A. J. Johns; Kemsley Trophy, Sub-Lieut. (SL) (P) S. N. Hargreaves; Nunburnholme Trophy, Lieut. (SL) (X) (O) K. S. Manchanda.

DCI (RN) 326

☆ Sea service re-defined

A revised definition has been announced for the sea-service qualification for advancement,

The word is:

"Where shown as a qualification for advancement in the various branch advancement flow diagrams of BR 1066, sea service covers service in (i.e. living on board) a ship or vessel which is normally operational; periods during which the ship's company are temporarily accommodated elsewhere for more than 60 days do not count as sea service."

DCI 327

★ Hangfire delay drill

The risk of a hangfire in the

40/60 Bofors gun is much greater when firing break up shot. A hangfire has been reported recently with a delay which may have been as much as one minute.

To guard against the risk of a hangfire occurring after the breech has been opened, with very serious consequences, the interval before opening the breech and ejecting the round is to be increased to three minutes when firing break up shot only, having first elevated the gun to 30 degrees.

The wait time of one minute for other firings applies as before.

DCI(RN) 340



"Not bad — but we'll have to do something about strengthening the laces!"

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'At Ease' sweat shirts are beautifully made leisure wear in fleecy-lined 100% cotton material and are available with or without the hood and pockets. They come with your crest permanently printed on the left breast in white or dark blue depending on the shirt colour selected. To order, just indicate in the coupon below: preferred colour, size, type of sweat shirt (standard or hooded) and Naval Crest required. Please enclose the appropriate payment (cheque, money/postal order, cash).

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Navy	Medium (38")	With hood & pockets	£9.50 each
Sky Blue	Large (42")		
Yellow			

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☆ University courses

The May to September list of university residential courses ranges widely from "Pre-History of Dartmoor" via computers, marine archaeology, micro-waves, trade unions and "Eurocommunism" to "North Sea Oil and Defence."

The courses are open to officers and ratings who have suitable qualifications or background, and are intended to provide further education and instruction which will be useful within the Service.

DCI (RN) 334

☆ Tenth JS expedition

The Joint Services Expeditions Trust Committee have invited proposals from the three Services for the tenth sponsored Joint Services for the tenth sponsored Joint Services Expedition, to take place during the financial year 1980/81.

Proposals will be considered next January.

DCI (RN) J 368

☆ Fearnought coverall

A one-piece fearnought coverall is being introduced into the Service range of fire-fighting clothing, to replace aluminised suits as they become unserviceable, and to supersede any separate fearnought smocks

GET WISE ON DCIs



The aim of this regular feature is to give a general impression of the new Defence Council Instructions affecting conditions of service, but in the event of action being taken the full original text should be studied.

and trousers currently in use by aircraft fire-fighters in single-spot ships.

DCI (RN) 341

Investigation procedure revised

The Admiralty Board has approved a revised procedure for the summary investigation of serious offences.

Main aim of the change is to enable a commanding officer to let an accused rating at his table know at the outset of proceedings whether he is being tried or is under judicial investigation.

This is to prevent a situation arising where an accused rating reveals his defence at what may later be deemed merely a judicial investigation, thus making it possible for the prosecution to gain unfair advantage at the subsequent court martial.

If the commanding officer decides to give the accused the option of trial by court martial, he has to do this immediately after the facts are outlined and before the evidence in support of the charges is heard.

If the accused does opt for court martial he has then to be told that the proceedings at this stage are an investigation only.

DCI(RN)358

☆ Living conditions

Ships, excluding submarines, undergoing normal refit may, where their accommodation is below the latest standard, spend up to 1 per cent. of the cost of the refit on minor improvements to living conditions.

DCI(RN)354

☆ Museums committee

A Museums Policy Steering Committee is to be established to review the development of the R.N. and R.M. museums.

DCI(RN)355

☆ Notice Engagement

R.N. ratings and R.M. ranks who entered under the age of 17½ are to be informed at least a month before their 18th birthday that they have the right to transfer to a Notice Engagement at 18, or at any time up to 28 days after his 18th birthday.

DCI(RN)356

☆ Devonshire's pay off date

H.M.S. Devonshire will pay off and start de-storing on July 28. On September 13 she will be placed on the Disposal List (Sale).

DCI(RN)360

HELPING HANDS . . . HELPING HANDS . . . HELPING HANDS . . .

Fleet 'feet feat'

This giant £800 cheque was the result of a Fleet "feet feat," and it certainly brought a smile to the face of Professor Harry A. Lee (right), co-ordinator of the Renal Unit at St Mary's Hospital, Portsmouth.

Twenty-three walkers, led by Lieut. David Andrews (second from right), serving on Staff of FOCAS, trudged 20 miles through pouring rain from the Bell Public House, Petersfield, to the Admiralty Tavern, Portsmouth, to raise the money. It was the third walk organized by the two pubs to raise money for a kidney machine.

Pictured in the Admiralty Tavern are (from left) Mr. Peter Crouch (landlord of the Bell), Mr. Ron Dainty (landlord of the Admiralty), MNE Dave Butler, AB(M) Mick Price, Lieut. Andrews and Professor Lee.



Picture: LA(Phot) Danny du Feu.

When it comes to raising money for the Guides Dogs for the Blind Association, H.M.S. Eskimo is champion. Since 1964 the frigate has paid for seven dogs, more than any other Royal Navy vessel, says the Eskimo.

Cost of the two latest dogs came from £1,000 raised by the ship's company and £1,000 for the sale of kit of two men who died tragically on leave.

Parents of the men asked that the money be used in this way.

The Eskimo is now saving for two more dogs — Bolt and Tom — in memory of the shipmates who died.

□ □ □

Britannia Royal Naval College, Dartmouth, raised £200 for the Riding for Disabled Association at Torbay by a sponsored slimming competition.

□ □ □

H.M.S. Apollo took children of Portsmouth Naval Base employees to sea as a "thank you" for work done on the Apollo. The party included ten diabetic children attending St Mary's Hospital, Portsmouth, paediatric unit.

□ □ □

Nineteen ratings from the Mechanics' Common Training School H.M.S. Collingwood spent a week-end at Longdean Lodge, Paulsgrove, where they tidied the garden of the old people's home and painted and decorated some rooms.

□ □ □

LPT Gary Beattie of H.M.S. Juno raised more than £200 in

a marathon squash game during which he took on 15 members of the ship's company, including the commanding officer. The money will go to charity.

□ □ □

During a meet-the-Navy visit to Hull, H.M.S. Kent gave £220 to Hull Seamen's and General Orphanage at Hesslewood. The money was raised by a sponsored swim in H.M.S. Temeraire, and 50p haircuts given by local girls who went aboard at Hull on their day off.

□ □ □

In the Keswick to Barrow-in-Furness annual sponsored 40-mile charity walk, H.M.S. Spartan entered a ten-man-team to contest the Resolution Cup against a team from Vickers Shipbuilding Ltd., and lost the cup to Vickers. The Spartans raised £84 towards the total of £1,800 collected by 1,600 competitors.

□ □ □

The comradeship of the sea was illustrated when Capt. Bob



Devonport Field Gun crew and Westward television presenter Kay Avila combined forces to launch eight cyclists from H.M.S. Dido on a 297-mile sponsored ride from Plymouth to Bolton. The Dido team did the trip in three days and raised more than £500 for the Willows Hostel for handicapped children, Newton-Le-Willows, near Bolton.

The Dido is undergoing a major refit and conversion in Devonport, and will emerge as the eighth and final Ikara frigate.

Eskimo is champion

Moland, Captain-in-Charge Hong Kong, visited the British Military Hospital in Kowloon to present a cheque for 3,400 Hong Kong dollars to merchant seaman Chak Wing Hong. Mr. Chak was seriously injured in the Caribbean when serving in R.F.A. Pearlleaf. The money was collected by the crew of the tanker and sent to H.M.S. Tamar to be presented.

□ □ □

Sailors from the Fleet Air Arm engineering school in

H.M.S. Daedalus chose Portsmouth Football Club for their community project. They built a kit locker, painted walls and the manager's office, and waterproofed the trainer's dugout.

□ □ □

A cake baked and iced by cooks in H.M.S. Nelson will help to raise funds to mark the centenary of St James Hospital, Portsmouth. The cake was put on display in a local department store as the object of a "guess the weight" competition.

ST GEORGE'S SCHOOL

Independent School for Forces Children
Wymondham, Norfolk

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A new independent boarding and day school, specially for the needs of Forces' families. Boys, aged 8 to 18. G.C.E. and C.S.E. exams. Traditional teaching and discipline, in good atmosphere. Courier service to and from school; facilities for caring for children through holidays. Sensible, reasonably priced uniform. Very large reductions in fees for Services' children.

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Whitby	£11.80	£6.50	Oxford	£3.80	£2.25
Scarborough	£11.40	£6.70	Reading	£3.40	£2.00
Wetherby	£10.50	£6.15	Worcester	£6.60	£3.90
Hull	£9.90	£5.80	Gloucester	£5.40	£3.15
Goolse	£9.00	£5.30	Cirencester	£4.60	£2.70
Doncaster	£8.40	£4.95	Swindon	£4.20	£2.45
Leeds	£10.20	£6.00	Marlborough	£3.80	£2.25
Bradford	£9.90	£5.80	Plymouth	£7.50	£4.40
Huddersfield	£9.60	£5.65	Newton Abbot	£6.80	£3.90
Sheffield	£9.00	£5.30	Exeter	£5.80	£3.40
Chesterfield	£8.40	£4.35	Easton	£3.80	£2.25
Nottingham	£7.80	£4.60	Portland	£3.80	£2.25
Leicester	£6.90	£4.05	Weymouth	£3.80	£2.25
Northampton	£5.80	£3.40	Dorchester	£3.80	£2.25
Blackpool	£10.50	£6.15	Wimborne	£3.80	£2.25
Manchester	£9.30	£5.45	Swansea	£6.60	£3.90
Warrington	£9.30	£5.45	Cardiff	£6.20	£3.65
Liverpool	£9.30	£5.45	Newport	£4.60	£2.70
Birkenhead	£9.30	£5.45	Bristol	£4.20	£2.45
Chester	£9.00	£5.30	Bath	£2.60	£1.55
Newcastle Under Lyme	£7.80	£4.60	Salisbury	£4.00	£2.35
Stafford	£7.50	£4.40	London	£4.00	£2.35
Preston	£9.90	£5.80			
Wolverhampton	£8.00	£4.05			

N.B. To all ships visiting Portsmouth — Special facilities to meet your particular travelling requirements can be organized at short notice — write, telephone or call Southdown Motor Services Ltd., Winston Churchill Avenue Portsmouth PO1 2DH — Tel. 22311

Rec. aids offer



"It's called a 'high-jump simulator'!"

A wide range of electrical equipment for recreational use in ships and establishments may be obtained at a discount through the Captain, H.M.S. Collingwood, but the concession does not apply to individuals.

DCI (RN) 266

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(CAPITAL LETTERS PLEASE)

ALMONDBANK? WHERE'S THAT?



There is scarcely a Royal Navy aircraft flying which does not have an Almondbank product on board.

But where's Almondbank? It is a good question and one which, hopefully, will be answered for many people on July 25 when an establishment whose name may not be familiar to many in the Navy goes on public view.

Strictly speaking, the Royal Naval Aircraft Workshops at Almondbank, Perth, are not a naval unit, having only a solitary naval presence in the form of the Superintendent (Cdr. S. E. Askins), but the establishment's importance to all three Services in support of their helicopters continues to grow.

Built in the Second World War, the workshops are manned by civilians of many trades and skills, some of them ex-artificers of all three Services now employed as skilled fitters and technical officers.

FIXED-WING

Repair and support of the tri-service helicopter fleet is mainly split between RNAS Fleetlands (Gosport), where airframes and engines are overhauled, and Almondbank, where components are rectified

in repair programmes. There is also work at Almondbank in support of fixed-wing aircraft.

To take just one example of the establishment's tasks, helicopter rotor head units are dismantled, paint stripped, surveyed for wear on every component and then rebuilt, replacing bearings, seals and other parts.

DIVERSE

There is also a diverse manufacturing capability — for instance Lynx maintainers will have seen and trained on RNAW-produced trainers at Lee-on-Solent.

Another task is the production of rescue strops for all three Services.

Visitors to the establishment include Service personnel involved with tasks in production. Local residents will have their chance to view the work at the open day on July 25, when there will also be participation from flying units, including a Sea King from Prestwick and a vintage aircraft from the Strathallan Collection.



Zeebrugge mission for Jupiter

Mermaid nameplate

When H.M.S. Mermaid retired from Royal Navy service last year, one of her nameplates was entrusted to Plessey Radar Ltd., which had been associated with the ship since she was originally designed as flagship of the Ghanaian Navy.

At a ceremony at Plessey Radar's Cowes factory at the end of May, the nameplate was unveiled by Cdr. R. H. C. Heptinstall (former commanding officer of the Mermaid) and Mr. E. R. B. Wills (Plessey Radar managing director).

The other nameplate of the Mermaid — now in service with the Royal Malaysian Navy as the Hang Tuah — can be seen at the Mermaid Theatre in London, together with the ship's bell.

H.M.S. Jupiter (pictured above) visited Zeebrugge for the last official parade in remembrance of the famous First World War raid. This was the 60th anniversary of the action, during which 214 officers and men were killed and eight Victoria Crosses were won.

Zeebrugge survivors are becoming fewer each year.

The Jupiter, leader of the Seventh Frigate Squadron, took with her to Belgium a Royal Marines guard of honour and an R.M. band.

Plymouth 'fixed' it for Andrew

H.M.S. Plymouth "fixed" a day to remember for young Andrew Burgess after he had asked, unsuccessfully, for Jimmy Saville to "Fix It" for him to visit a warship.

When the Plymouth visited Newcastle, Andrew was invited on board, given a tour of the ship and presented with a cap tally, a crest, a photograph of the ship, and a "Plymouth fixed it" badge.

FOULED

The Plymouth's passage from Chatham to Newcastle (via Rosyth) was interrupted off the coast of Norfolk when a huge length of 6in. towing hawser fouled the starboard propeller. It is believed the hawser was debris from the Eleni V salvage operation.

Earlier the Plymouth had spent two weeks at Chatham for an assisted maintenance period. While there she gave a party for 15 youngsters from her "adopted" Medway Home for Handicapped Children.

MUSEUM

● The Fleet Air Arm Museum at Yeovilton "Fixed It" for six-year-old David James from Frome to sit in the cockpits of several historic aircraft at the museum. While visiting the museum earlier in the year, David had been heartbroken to find that regulations prevented him from climbing into aircraft on display.

ABOUT BOOKS

Drake's amazing voyage

Four hundred years ago, our maritime hero Sir Francis Drake was "the first Englishman that did compass the world," returning to Plymouth in true swashbuckling style with perhaps the richest treasure ship the world has ever seen.

His Golden Hind was away three years, but did not return with a death roll from scurvy and other diseases. Drake knew better than to run a floating graveyard, spending much time in seeking fresh food and water.

CIRCUMNAVIGATION

The account of the great circumnavigation is told in "The Queen's Corsair," by Alexander McKee (published by Souvenir Press, price £5.50).

Mr. McKee is the authority on Henry VII's great vessel Mary Rose, entombed in the mud. His study of sixteenth century ships and methods provides the expert background to tackle the tale of Drake's remarkable achievement.

The voyage produced much detailed testimony to reflect Drake's character, adding richness and authenticity to the author's work.

GLORIOUS ZEEBRUGGE

Sixty years after the raid on Zeebrugge — one of the most daring assaults in naval history — author Philip Warner has delved into the facts to overturn previous beliefs, and proclaim a total success.

His book, "The Zeebrugge Raid," published by William Kimber (price £6.95) recalls the situation in April, 1918, when the Allied forces in the trenches of France were being pushed back by a German steamroller offensive.

The Zeebrugge Canal, a powerfully fortified German naval base, was a key place in their U-boat and coastal activities.

Several earlier plans to deal with the base had been rejected, but the 1918 scheme put forward by Admiral Sir Roger

Keyes was approved. The suicide mission was on.

The Royal Navy and Royal Marines suffered heavy casualties in an attack which shines even in the annals of heroism. Their action gave the enemy an unpleasant shock, and thrilled the occupied lands of Europe.

It also happens to be true that within weeks, the base was back in business, though on a reduced scale.



The jubilation of men who returned from the Zeebrugge raid. Every year, on April 23, survivors gather at the Belgium port for an impressive ceremony at the Zeebrugge Memorial. They get a great welcome, for the Belgians have never forgotten the attack which marked the first step towards liberation.

There is no balance by which the profit and loss can be accurately weighed, but Mr. Warner has sifted for the evidence he seeks, including scores of interviews with survivors and their relatives.

Does it really matter now? Only perhaps that the dash and courage of those concerned deserves the finest possible memorial — the knowledge that the glory was also well worth the sacrifice.

The book gives to the memory an added polish which we all want to believe.

How secret agent Suzanne snagged her silk stockings

When Americans streamed into Britain to enter the Second World War, the natives had become used to unlit cities, black-out cloth at the windows, and dreary "utility" clothing.

With the U.S. forces were the women contingents, whose appearance on the streets turned every man's head in dreamy admiration. They were wearing super silk stockings, and many an admirer turned and followed them, to glimpse again the almost forgotten delights.

The memory is recalled by the adventure of secret agent Suzanne Warengem, who was brought out of occupied France to England under the noses of the Germans.

Arriving at the coast to be picked up at night by the Royal Navy, she donned a

Parisian hat she had managed to get hold of, and tied it to her head with a dark scarf. Then came her carefully hoarded and last pair of silk stockings — and she was all ready to face England looking her best.

ALAS FOR SUZANNE

Alas for Suzanne, in pitch darkness she had to struggle down a rough cliff path which shredded her stockings, to meet the Navy boats gliding in to the beach.

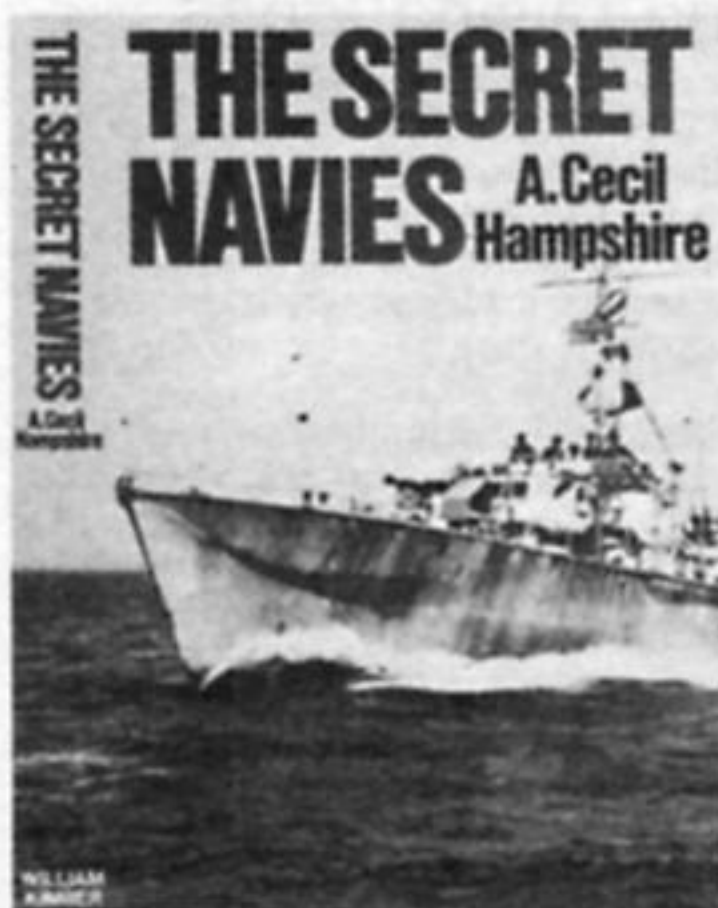
A helpful matelot whispered to her to sit down on the bottom of the boat, and she found herself in inches of bilge water. But the time the parent vessel was reached,

the Germans attacked, the sea was rough, and Suzanne was helplessly seasick and past caring.

But she did step on English soil, in the completion of another mission told with scores of others in "The Secret Navies," by A. Cecil Hampshire, and published by William Kimber (price £6.50).

A surprisingly large number of special naval units was formed to undertake clandestine operations against the enemy, the leaders including individualists of great dash and skill.

Mr. Hampshire's book is an excellent memorial to their remarkable contribution to final victory.



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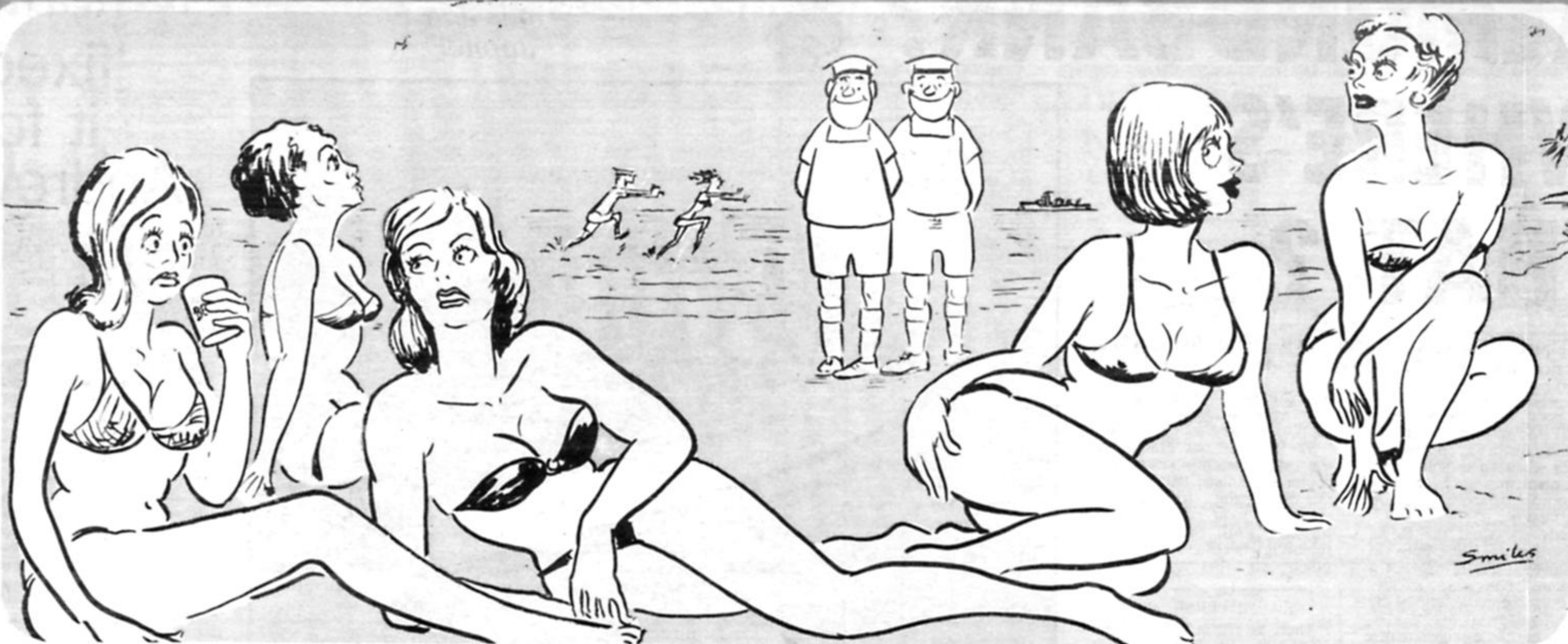
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"Hot burning glances, rubbish! They've spotted your can of beer!"

NEWSVIEW

How the Tot's offspring keeps up the good work

When the Tot was laid to rest in 1970 and the wailings had subsided, its Sailors' Fund successor remained to be proved in the test of time. Eight years on, the achievements are all around in bricks and mortar, facilities and furnishings, for thousands to appreciate.

Capital invested has been subject to a carefully-monitored programme to produce best results both for present and future — and all this through difficult financial times.

In total, grants have now passed a staggering £1½ million, representing a wide range of amenities for the sailor and his family, at home and abroad. And the question of the rival claims of men serving in ships and ashore has been amicably resolved with regular grants to ships. In any event, this year's sailor afloat is next year's shore man.

There remains a plentiful supply of good causes chasing cash, rather than the other way round, calling for a detailed selection process. Taken into consideration are factors like location, how many will benefit, the project's life expectancy, upkeep costs, and how much local effort and financial support is forthcoming.

Enthusiastic

The homework which goes into enthusiastic presentation of cases at the Grants Committee is impressive, and there is heart searching when some bids fail or succeed only in part (although happily other funds can often pick up the pieces).

Sometimes members are concerned that they should not be asked to help where public funds are considered more appropriate. On occasion, expediency has been known to rule the day so that Sailors' Fund aid can swiftly be brought to bear in great need, rather than a "battle" ensue — with certain delay and uncertain outcome. The Fleet can, however, be assured that all rightful claims on public funds are rigorously pressed.

So the Sailors' Fund comes up with the goods. And while countless old-timers (and plenty still with the Fleet) will recall the Tot of fond memory, who can doubt that its offspring has produced a deal more to show for the money?

Canteen manager Norman Ainsley (right) talks to Fleet representative CPO Martin Hoyle on board H.M.S. Bristol as MEM Roger Billington makes a purchase from canteen assistant Martin Anderson.



Are you being served?

Four senior rates with the job of finding the answer to the question above are the Fleet representatives who liaise full-time between the Royal Navy and the Naval Canteen Service, the Naval branch of Naafi. The Fleet reps., who

are elected, are drafted to H.M.S. Centurion for a two-year term of duty at Naafi H.Q. They report direct to the Naval Director on Naafi's board of management. They provide a link that has no equivalent in the Army or R.A.F.

CPO Martin Hoyle went aboard H.M.S. Bristol, berthed at Portsmouth, and found Supply Commander Jerry Redman in a buoyant mood.

"The canteen manager has just handed me £343.22," he was told. "That's the rebate for the ship's welfare fund from one month's canteen takings. Our usual rebate is only £200 to £250 a month."

In his job as Fleet representative, CPO Hoyle is responsible for visiting ships and overseas locations to see how, from the Navy's viewpoint, Naafi is performing, and to explain Naafi policy.

His visit to the Bristol had got off to a flying start. During the next hour-and-a-half he was to

explain beer-pricing, check on a messing complaint, and suggest an alternative idea for raising funds for ship's welfare.

Going below, he headed for the canteen to congratulate canteen manager Norman Ainsley on the record turnover and rebate, the highest since the Bristol's refit.

Beer rebate

In the senior rates' mess FCPO Tab Hunter asked: "Why does Naafi charge the wardroom less for its beer than it charges the senior rates' mess?"

"It's really a matter of rebate," explained CPO Hoyle. "A wardroom may buy where it likes and

so Naafi, like its competitors, charges the mess commercial wholesale prices. But MOD directs that senior rates' messes must buy through Naafi and that Naafi must pay rebate on the sale to the ship's welfare fund.

"So the price charged to the senior rates' mess is the commercial wholesale price plus an amount which enables Naafi to pay rebate to the ship's welfare fund. It is this amount which no doubt is thought to be 'a Naafi handling charge'."

CPOCA Roger Sainsbury had a quick greeting for the Fleet rep: "We got a refund from Naafi on that French mustard," he said.

A number of gallon jars of mustard on special offer had been invoiced at the full price. CPO Hoyle had reported the error to N.C.S. headquarters on one of his routine visits.

A cheerful character, brimming with good humour, CPO Hoyle has previously served on ship and command welfare committees, a necessary training ground for Fleet reps., and the normal channel for Naafi queries and complaints that cannot be dealt with by the canteen manager.

Fund-raising ideas

The Fleet rep. was next buttonholed by the ship's welfare fund secretary, PO Geoffrey Kirkbride, who was seeking ideas for fund-raisers: "We have plenty of tee-shirts and sweat shirts," he said, "but we have turned down the idea of engraved plaques because they tie up too much money."

Because they move around ships and shore bases regularly, Fleet reps. hear how other units are raising funds.

"You could try American-style jockey caps," suggested CPO Hoyle. "A ship in Plymouth has a stock and they sell like hot cakes. I'll find out if Naafi can supply them."

Above the hum of motors and transistor radios, the PA system blared: "Foxtrot, Arthur Romeo, 855 Romeo, please move your car."

"I've got to go and see to my car," CPO Hoyle excused himself, "before my car goes to sea."

REST OF THE TEAM



The Fleet reps. each look after their own "parish" or sector of the Navy, making individual visits and attending port or command welfare committee meetings. They report to Naafi's Naval Director — currently Superintendent Elizabeth Craig-McFeely, WRNS — on what they find at the establishments and ships visited. When they are at Naafi headquarters they meet senior N.C.S. officials to exchange information.

The other full-time Fleet representatives are from the left: FCPO Keith Ward, Naval Home Command (South); PO Bill Hulston, Naval Air Command and Naval Home Command (North); and CSgt. Gordon Hart, who represents the Royal Marines. In addition two part-time Fleet reps., FCWren Sheila Snowley, based at H.M.S. Nelson, and FCPO Dave Cooke (right), based at H.M.S. Dolphin, look after the interests of Wrens and submariners respectively.

BANG GOES THE BIG OIL MENACE

Weeks of havoc wrought by a wrecked oil tanker were brought to a dramatic close when the Royal Navy blasted it to the sea-bed.

The Greek tanker Eleni V had been sliced in half in a collision off the Norfolk coast and the ship's bow section drifted off the shore and polluted the beaches with thick bunker oil.

The Department of Trade called in the Royal Navy — and in an operation controlled by the frigate H.M.S. Plymouth, the Portsmouth and Medway Bomb and Mine Disposal Team dealt with the problem.

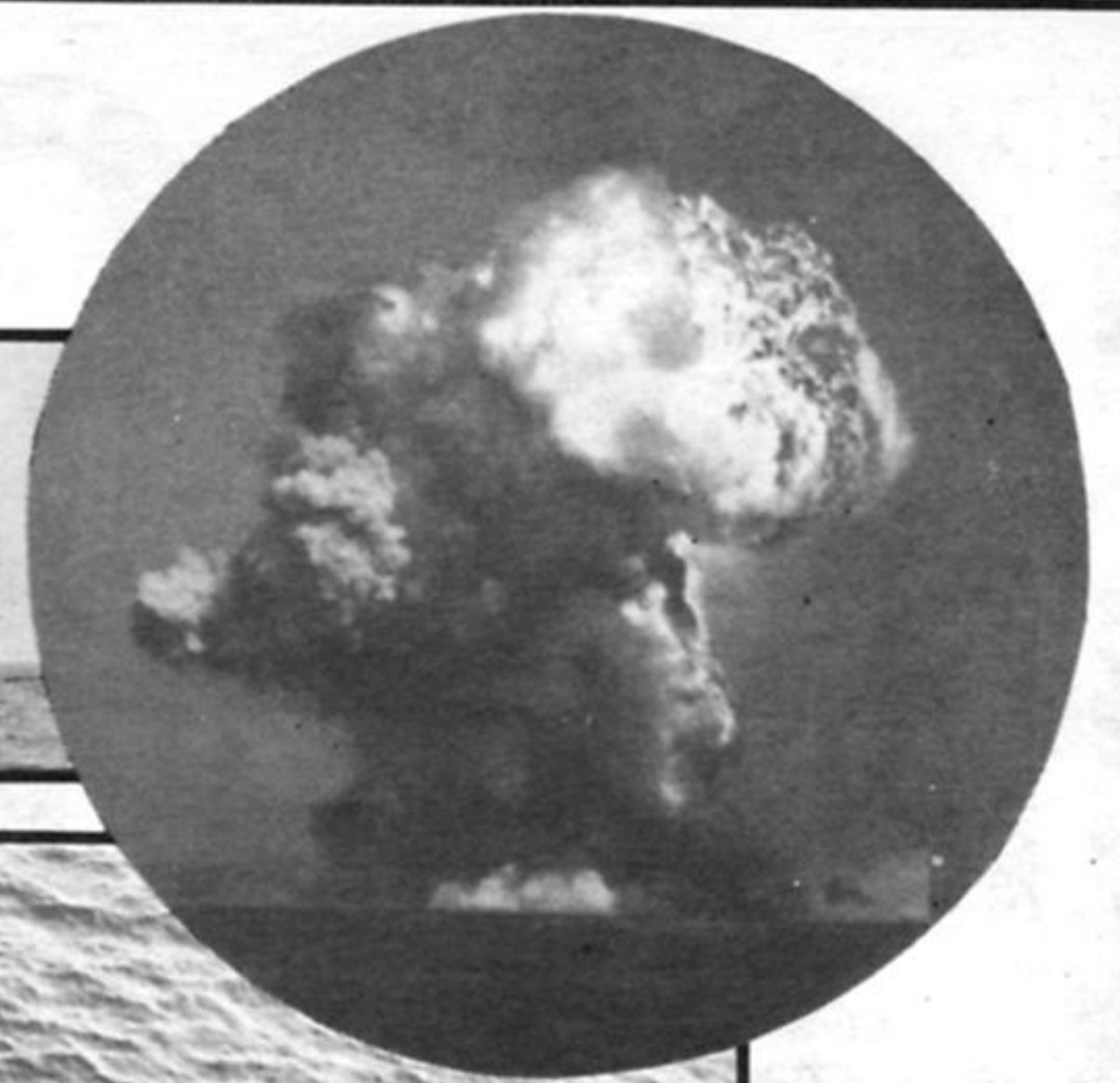
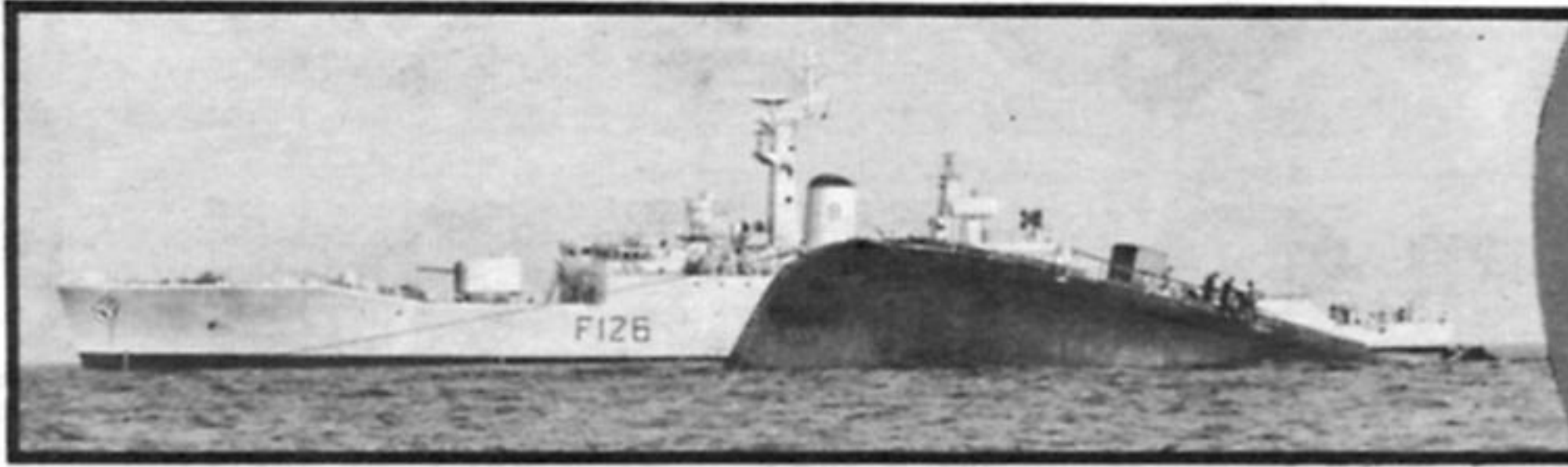
Giant fireball

Led by Lieut. Brian "Jumbo" Jervis, the team placed two-and-a-half tons of high explosive on the upturned hull with the aid of the Plymouth's Wasp helicopter. Watched by the world's Press and television, the Eleni V erupted into a giant fireball which burned off a large part of the oil still in its tanks.

Although the initial Press reports were full of praise — and television coverage spectacular — a story later circulated that the Navy had failed because the wreck was still in one piece on the sea-bed.

The truth was otherwise; the Navy's brief had been to blast open the tanker's fuel tanks and sink the wreck — not to demolish it entirely. Said Lieut. Jervis afterwards: "That would have taken a nuclear weapon to achieve."

Rest of the team were PO Douglas "Basher" Briggs, OEA1 Jon Rowles, LS Diver Bob Underwood, and AB Divers Jim Norman, Jeff Bradley, Jim Lynch and Derby Allen.



Above left: the Eleni V hulk with H.M.S. Plymouth in the background. Above: The Eleni goes up in smoke.



Left: An unusual shot, taken from the Plymouth's Wasp helicopter, of the bomb disposal team working on the hulk. It clearly shows the pattern of explosives. Not so clear is the slogan painted on the box: "Sailors give you a better bang!"

BANG GOES BARBUDA'S BARRIER REEF

Ten men from H.M.S. Devonshire — and a pile of explosives — were "cast away" for a week on a remote island in the Caribbean. Their task: to blow a gap through the surrounding coral reef.

The expedition to Barbuda, an island of about 1,000 inhabitants, was mounted while the Devonshire was visiting Antigua, 25 miles to the south.

A survey made from the ship revealed that several large coral heads could be blasted away, leaving a channel that would greatly improve access to the island. Until now, only fishing boats and a small landing craft have been able to negotiate a tiny gap in the northern reef.

Led by Lieut.-Cdr. John Rayner, the team set up camp in the "Devonshire Arms" — ruined chalets of an abandoned beach hotel — and went to work with a will.

A channel 200 yd. wide and 10ft. deep was cleared in the southern reef, cutting the sea

journey from Antigua to Barbuda by half and enabling much larger vessels to reach the island.

Devonshire's demolitioners were made very welcome in Codrington, the island's only village. The islanders quickly got to know them, particularly team doctor Surgeon-Lieut. Pat Williams. He held a couple of clinics in the village, made several house calls, and even treated patients at the "Arms."

AND BANG GOES DEVONSHIRE'S LAST SEASLUG



"Thar she goes!" H.M.S. Devonshire's 48th and last Seaslug missile firing thunders away during an exercise with H.M.S.

Ark Royal off Puerto Rico. The Devonshire is paying off this month.

Picture: LA(Phot) Stephen Collinson, H.M.S. Ark Royal

Antelope in Nassau

H.M.S. Antelope's six-day visit to Nassau marked the end of a very busy period for the Type 21 frigate.

Having joined H.M. ships Ark Royal and Devonshire, and the Royal Fleet Auxiliaries Lyness, Olmeda and Resource in Roosevelt Roads at the end of April, she spent two - and - a - half weeks weapon training on the Atlantic Fleet weapon training facility before visiting St Croix in the Virgin Islands in company with the Devonshire.

This was followed by two weeks of exercises at sea in the Jacksonville areas, during which

Bambi, the ship's Wasp helicopter, achieved her 3,000th deck landing. Lieut. Chris Kirby was the pilot.

The Nassau visit was voted the best run ashore of the deployment. Invitations to homes, beach parties and boating trips poured in, and the ship's company reciprocated by opening the Antelope to the public, giving a children's party, and donating blood to the local hospital.

A large collection of toys was presented to the Nassau Children's Emergency Hostel, brightening the lives of 54 homeless youngsters.

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IT'S GOOD INNIT?

Sun and fun
on the Rock

Square mile for square mile, Gibraltar offers the greatest variety of activities in the whole of the Royal Navy. While that claim may bring the wry retort that "the miles run out rather quickly," there have been changes to bring the balance up to date.

It is desirable to keep an eye on the quality of life at the Rock because, with the closure of Malta, nearly half the married-accompanied drafts abroad will be there.

Families hoping for a spell in the sun have more than an even chance of sampling a spell at the historic fortress "island" at the entrance to the Mediterranean. So what is there to offer?

Anyone compiling a holiday brochure could make it sound more of a paradise than the Caribbean, and indeed the amenities are all there for a pleasant change from the U.K.

The great disappointment is that the border with Spain is still firmly closed, but talk of relaxation in restrictions is more hopeful than ever before.

However, ferry services via Tangier in Morocco bring southern Spain within about five hours' travelling time — always supposing that the northern coast of Africa does not offer the greater attraction.

Luckily the Navy helps, not only with finance but also with transportation and accommodation. H.M.S. Rooke has two Land Rovers, and, shortly it is hoped, two motorised caravans available for hire on really give-away terms.

All that is then needed is a week or so from local leave allowance, and the ferry charge to Morocco, which is about £62 return for two adults and the vehicle.

Once there, Service adventurers will find themselves attempting to negotiate some

With help from the Sailors' Fund, H.M.S. Rooke's skittle alley was opened in May, 1977. Wren Linda Beard is seen demonstrating her skill.

unpredictable Moroccan traffic, with maybe the odd right-hand-drive camel, in order to reach the four caravans which H.M.S. Rooke has on two selected sites.

One site has a golden "wish you were

here" beach, and the other provides a base for exploring history, the mysteries (?) of the casbah, or the greater sophistication of Casablanca.

A drive-about in Morocco is a refreshing

The guardian Rock — and place

change from the close confines of the and its "grand prix circuit" — and its problems.

As for "Who pays the ferry mar Service personnel get a tax-free allow to assist in travel away from the Rock this is enough to cover the cost of h travel to Morocco or even back to the

Talking of trips to the U.K., for wishing to dash back for sister's we there are plenty of charter flights costi little as £55 return.

The charter flights work both ways. Service men on the Rock take the oppo to have the family, friends, and in-law for a spot of sun.

Gib. caters for most tastes, beaches to caves, casinos to di and water ski-ing to shark fish

Eating out, drinking out, or just plain out is no problem, with 200 hosteliess centred in an area a half-mile square

There are lots of other diversions, incl squash, tennis, dinghy sailing, badm

Below right — A popular attraction at Gibraltar is the tour to St Michael's Caves. Seeing this wonder of the Rock are (left to right) Cpl. Gordon Anderson (guide), Royal Engineers, Wren Sue Willimot, LWren Hazel Jefferies, LWren Margaret Olds and Wren Janet Leathard.

Left — Sailing instructor PO Malcolm Jones and PO Wren Jemima Boyle practise capsizing drill in one of Rooke's small craft.

"It's ch new sky of the

of history. Aerial view of Gibraltar, showing the Spanish mainland and the naval installations.



Charter flight air fares enable friends and families to visit Gibraltar. This is Joan Brown, a physical education teacher from Kent, holidaying with her brothers, LCK Graham Brown (left) and LMA Keith Brown.

gentle (or invigorating) walks to see a mass of undisturbed wild life, birds and flowers.

From November to April, the Rock is really green, and for those who seek peace and quiet, the Upper Rock has breathtaking views.

All this may sound pretty good — but what about four walls and a roof?

Navy News is told that the married quarter situation is getting better for all, and that waiting lists are now down to two months. Caravans provide temporary homes, and "up town" flats now appear to be easier to obtain. Rent rebates keep the cost down to reasonable limits.

Since a previous Navy News article urged "Don't knock the Rock," nothing has changed for the worse, and in many areas it has got much better, with many more facilities for the family (and the sailors of course).

As they say, it can't be bad getting bronzed for Easter as you lie on your sun-lounger listening to the radio telling you of 15-foot snow drifts in Somerset.

swimming, skittles, shooting and volleyball. The Navy has a variety of small boats with outboard engines for the family to browse around the coastal areas.

Many will be surprised to learn that more than 50 per cent. of the Rock is available for



changed a bit since I was there, back in ... " An aerial view showing Gibraltar's skyline. H.M.S. Rooke is in the foreground, the dark roofs to the left being those of the married quarters. Sports pitches are behind H.M.S. Rooke, while in the background to the left is the air strip.

Many Service and civilian families, during their time at Gibraltar, take the opportunity to visit Morocco, the Navy's fleet tenders making the trip every week-end during the summer months. This familiar scene shows families shopping in Tangier.

How Gibraltar supports the Fleet

Gibraltar being somewhat restricted, much attention has to be given to what is offered out of working hours, but the naval population is not there for its own amusement.

The real reason for the "presence" is the provision of a base to act in support of the Fleet — a support given in several different ways.

1—The Gibraltar Refit Group (complement 153) provides the ship's company for a Leander class frigate in refit, and also oversees the refit of a minesweeper. The refit concept is unique, involving the ships' companies of frigates exchanging ships.

2—The Communications Centre and its associated wireless stations is a valuable link in the chain of communications both for national and for NATO use.

3—H.M.S. Rooke offers base support for anything associated with personnel, and for ships visiting Gibraltar. Rooke also administers the resident naval complement, and is responsible for the family services.

4—Royal Naval Hospital patients include personnel from

all three Services in Gibraltar, their dependants, and U.K. based civilians.

5—A numerically smaller unit is the staff of Flag Officer Gibraltar. The Flag Officer (Rear-Admiral M. L. Stacey) has sea area responsibilities in a large area centred on Gibraltar. He also holds the NATO post of Commander Gibraltar Mediterranean (COMGIBMED) — an area of great maritime significance as it covers the Straits between Atlantic and Mediterranean. He also administers the R.N. ashore in Gibraltar.



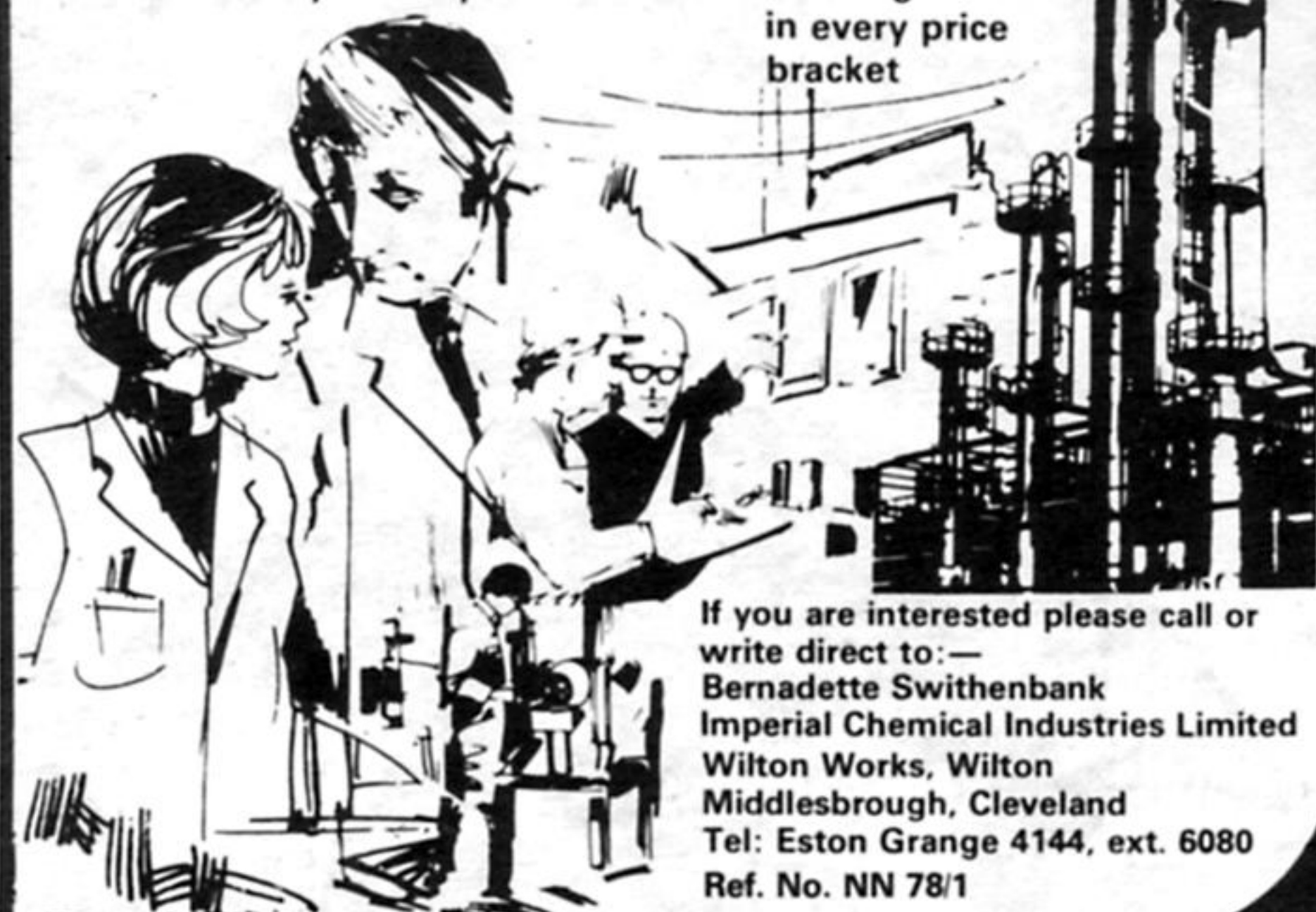
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ROYAL NAVAL

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You are as young as you feel! That's a saying with which the President of the Royal Naval Association, Vice-Admiral Sir Ernle Pope, would not disagree.

In his address to conference he suggested that the R.N.A., though in good health, would need to continue to rejuvenate its image if it was to step

into the 1980s with standards flying and young blood in its veins.

He saw no reason why the R.N.A. could not follow in the footsteps of the Royal British Legion and introduce a Miss R.N.A. contest. It would pep things up at branch level; appeal to the young; and be a highlight of the annual reunion, where judging of the finalists could take place.

He referred to the growing

awareness in the Royal Navy and among civilians of the role the R.N.A. plays, particularly as a caring influence in community life, and he said this influence could be extended beyond its present scope.

He would like to see it reach out to young naval families and others with naval connections, particularly to those in need of friendship and help which

the R.N.A. provides.

On the subject of recruiting, he told delegates that while the influx of new members was a welcome sign of growth, there was no room for complacency. Potential members should not have to wait to be invited to join the R.N.A. It was the function of shipmates to seek out new members, and encourage them to come along to their clubs.



Vice-Admiral Sir Ernle Pope

CONFERENCE REPORT

Awards

The following awards were presented by the President to the branches and the area which had recruited most members during 1977: Silver Rose Bowl (for branches with fewer than 30 members at the beginning of the year), Cambridge; President's Dirk (large branches), Llanelli; Sword of Honour (Area), No. 1 Area.

In the national standard bearers' competition the Chester Cup went to Shipmate Carruthers (Liverpool) and the John Cunningham Cup (for runner-up) to Shipmate Goodship (Herts.). Third was Shipmate Hill, (Basil-don).

Results of other competitions were: No. 1 Area: 1, Shipmate Walker (Edgeware and Mill Hill); 2, Shipmate W. Robinson (Greenford); 3, Shipmate Furneaux (Hanworth). Open competition: 1, Shipmate Carruthers (Liverpool); 2, Shipmate Hill (Basil-don); 3, Shipmate Thornton (Warwick).

Motion-bashing the name of the game

The Royal Naval Association is in the best of health and enjoying a new popularity: that was the message at the 1978 conference at the Royal Commonwealth Society, in London on June 17.

This clean bill of health was confirmed by the treasurer, Mr. H. A. Steward; by an increase of 1,048 members on the previous year's total; and by the opening of ten new branches in the first

half of 1977 — one in Nelson, New Zealand.

If the smell of success was in the air, the 126 delegates gave no hint that they had ever doubted their ability to succeed. After the fashion of men who know where they are going and why, they wasted no time getting to grips with the business which had brought them to London.

Of the 13 motions on the agenda most were defeated. It was not due to total lack of support, but

failure in some cases to achieve the required two-thirds majority.

As an exercise in "motion-bashing," the pace was brisk, the approach forthright, and the blend of accents rich and varied. Throughout the morning and afternoon sessions abrasive good humour prevailed.

Opinions, of course, did clash, often raising the temperature a degree — as when Grimsby branch proposed that the bar should be opened only during lunch break when the conference is held on licensed premises.

Lively

The proposal brought shipmates quickly to the microphone, with those against as passionate in their beliefs as those in support. After lively discussion, the motion was defeated.

A proposal by Wells branch that the conference should be held in a different area each year and that the area should act as host won the support of 70 delegates but missed the required two-thirds majority.

Style of dress for standard-bearers and those attending official parades also occupied some attention. Here there was a sharp divide between the traditionalists and those who did not share their views. The proposal by Swindon branch that members wear berets when attending official parades was not carried, some delegates feeling that the beret is unhappily now the symbol of urban terrorists.

Proposals that 25p and 50p be retained from the annual subscription to aid branch funds were heavily defeated.

There was little opposition to

the proposal by Kirkby branch that telephone numbers of association clubs be made available to all branches. The general secretary, Capt. R. Tiddy, said he saw no reason why telephone numbers could not be included with the addresses of branches printed in the Association's report and annual accounts.

A proposal by Bridgwater that the National Council should consider applying for permission for the White Ensign to be draped over coffins at the funerals of members was discussed with some emotion. But as the likelihood of getting permission was said to be faint, the motion was withdrawn.

INCOME RISES

Mr. H. A. Steward (treasurer) reported that 1977 had produced an excess of income over expenditure due to the increased subscription which came into force on January 1, and to the profit made from the reunion.

As the move of Headquarters did not take place until November 25, the expenses of maintaining and running a smaller headquarters would not be reflected until 1978 accounts were published.

It didn't rain on the parade

Rain which drenched delegates arriving for conference was replaced by brilliant sunshine on the morning of Sunday June 18, for the laying up of the National Standard and the dedication of the new, at a Drumhead Service at Horse Guards Parade.

The impressive parade — over 700 members, 154 standards, including those of the Royal British Legion and the Royal Air Forces Association — was watched by crowds of spectators, many of them tourists.

As the stirring music of the bands of the Royal Marines, Commander-in-Chief Fleet, and Flag Officer Naval Air Command, which accompanied the parade, resounded in Whitehall, cameras went to work. So too did members of the St John Ambulance brigade, who had a busy morning.

The service was conducted by the Rev. Kenneth Loveless R.N.R. The salute, at the march past, was taken by the President of the Royal Naval Association (Vice-Admiral Sir Ernle Pope.).



"I suppose you're only allowed to wear that lovely blue collar with the little white stripes on ceremonial occasions . . ."

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Mr. A. Wright, 10, Barwell Road, Ashton, Bristol, would like to hear from any of his old shipmates who served in H.M.S. Tanatside, 1942-44.

Mr. Fred White, 17, St Mary Street, Weymouth, Dorset, has formed the H.M.S. Dainty Association and would like to hear from any of his old comrades who served in the Dainty with him until she was bombed off Tobruk in 1941.

Mr. M. Bennett, 8, Grassholme, Stoneydelph, Wilneote, Tamworth, Staffs, is seeking information on the German E Boat S19 and would be grateful if members of her crews and members of British ships and convoys engaged with her in action and subsequently

in post-war years would get in touch.

Mr. A. J. Forgham, 26, Hill Road, Eastbourne, Sussex BN20 8SL, would like to contact CPO and PO TGMs of H.M.S. Marlborough, who served at Eastbourne College 1943-45, with view to holding a reunion.

Mr. C. M. Newman, 185, Halfway Street, Sidcup, Kent, has two beautiful photograph albums with pictures and places and ports of call which H.M.S. Alert visited during her Far East commission in 1954. They belonged to one of his shipmates, now dead, but may be of value or interest to any of the ship's company who served in the Alert during that period.

The Old Aurora Association, H.M.S. Aurora, BFPO Ships, would like to contact members of the ship's company of the Second World War H.M.S. Aurora (the Silver Phantom) with a view to visiting the Aurora in Hull on July 29.

Mr. H. E. Gould, 29, Newmarket Road, Norwich, Norfolk NR2 2HN would like to hear from John Mitchell Neal, known as Rodney Neal, a former Blue Marine, and a messmate of his in H.M.S. Shannon in 1917-1918.

Mr. H. Williams, 14, St Margaret's Avenue, Cotingham, North Humberside, is anxious to obtain spare copies of "Bow Bells," a quarterly magazine issued during the 1936-39 commission of H.M.S. London.

Mr. Bill Campbell, 55, Malin Drive, Belfast, BT96QT, would like to hear from anyone who has a copy of the photograph of the ship's company of H.M.S. Gravelines which was taken, possibly in December, 1950, at Malta.

Mr. Jack Needham, 215, Atlantic Road, Sheffield S8 7GD would be pleased to hear from any members of the "Beer Finding Party," (H.M.S. Indomitable) 1941, if they have sobered up.

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Perils of a branch secretary!

PROUD
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"My mob will de-Scribe me if my report does not appear in the next issue of Navy News," writes a branch secretary, who for safety reasons must be nameless.

His cry was from the heart. Scribes in other branches could face the same threat, if not today, tomorrow. And through no lack of speed, or skill, in filing their reports.

To prevent this happening, Navy News has decided to present branch news in a way which will hopefully, provide more space. It may mean cutting the odd corner — but rather than have an innocent secretary "de-Scribed."

It seems at **Hanworth** they suffer no such fears. Their mood is one of bounding optimism. With more than 600 full and associate members on their books and a new club opened they have adopted the motto: "It's good 'ere, ain't it?", which seems appropriate.

Goodies

Friendship and loyalty are qualities **Greenford** do not lack to judge by the large number of friends, shipmates and standard bearers who were ready to get soaked at the dedication of their branch standard. They are grateful to all who braved the elements; Capt. D. A. Poynter, who read the lesson and took the salute; the Sea Cadet Units of Hayes, Ealing and Feltham; the band of the Metropolitan Police; and the ladies of the Royal British Legion, who provided the "Woods" and the other goodies at the social that evening.

An outing to H.M.S. Dolphin, the submarine base at Gosport, was greatly enjoyed by members of **Selsey** branch and their families. After an interesting tour of the museum and a look at the submarine Alliance, an excellent buffet lunch was provided in the Chief Petty Officers' mess. Warm thanks to all concerned for the hospitality received.

Party

Stratford-upon-Avon's move to a new billet at One Elm Inn, Guild Street, was celebrated with an enjoyable commissioning party. Among those present were the Mayor and Mayoress of Stratford, president of No 8 Area, Shipmate Bernard Beale and his wife, Mrs. Patricia Wainwright, wife of branch chairman, Admiral Rupert Wainwright, and Shipmate George Taylor, whose youngest son, Anthony, now at H.M.S. Raleigh, cut the commissioning cake.

A congregation of 1,000 shipmates and friends, some from as far afield as Liverpool, attended the dedication of **Cambridge** standard. The service, conducted by the branch chaplain, the Rev. R. N. Evans, took place in the splendid setting of King's College Chapel. The address was given by

BRANCH NEWS

the Right Rev. Launcelot Fleming, former Bishop of Portsmouth, and those who attended included Vice-Admiral Sir Ernle Pope, president of the Royal Naval Association, the Lord Lieutenant of Cambridgeshire, and the Mayor of the city. The Royal Marines band of CINCNAVHOMER led the impressive parade of 34 standards to the church and after the service the salute was taken by Vice-Admiral Pope, in front of Corpus Christi College. It was a memorable day and it ended on a social note with many a tot shared and old ships remembered.

Delicious

It has been a busy few months for **Redcar** who have been kept on their toes entertaining visiting ships' companies and attending the inauguration of branches at Gateshead, York and Scarborough and dedication of standards at Newton Aycliffe and Stockton.

A great gathering of friends and shipmates was present at the dedication of **Sleaford** standard. Special thanks to the branches who gave their support; to the lads and lassies of Grimsby Sea Cadet band and to the ladies who provided the delicious eats for the evening's social. Best wishes go to the newly-formed Mablethorpe branch — welcome to the Area.

'Neaters'

A tot of ten-year-old "neaters" was provided for the committee members of the newly formed **North Reddish** branch by their generous neighbours at Denton. As a christening gesture, it was much appreciated. The following shipmates were elected as officers: Archie Gemmill (chairman); Jimmy Welbourne (treasurer); Jack Lindrop (vice-chairman); Harry Austin-Crowe (secretary). The branch has 37 members and meets every other Wednesday at Pomona Hotel, North Reddish at 2000 hours. They have a good scene going and new members are welcome.

Scunthorpe, who have many friends in the Area, have been busy attending standard dedications. Their good wishes to new branch Mablethorpe.

On Spring bank holiday week-end the chairman and treasurer of No. 11 Area and 30 members and friends, mostly from Wear, boarded the Isle of Man ferry at Liverpool for a combined duty and pleasure trip. As the ship approached the Mersey Bar it reduced speed to allow an anchor wreath to be cast to sea in memory of those who died in the two world wars. This small ceremony was a substitute for the one once held at Spurn Point.

A vote of thanks to the Isle of Man Steam Packet Co. Ltd., for allowing the ceremony, and to Capt. Fargher. All who had the week-end "aboard" enjoyed themselves and to their hosts at Stanley House, Isle of Man, special thanks.



Behind the national standard of the Royal Naval Association, the newly-dedicated standard of Cambridge branch is paraded proudly through the streets by standard-bearer Shipmate Roy Naylor and escorts Shipmates George Mansfield and Bob Evans. Before the service 34 standards, 350 members and visitors and a guard of Sea Cadets from T.S. Ganges led by the Royal Marines band, marched from Parkers Piece to King's College Chapel.

Home-brewed bubbly at The Fo'c'sle

Champagne home-brewed by Shipmate Jim Bell, chairman No. 9 Area, was used to toast the newly dedicated standard of **Harrogate** when shipmates and friends met at the branch headquarters, "The Fo'c'sle" at the end of a memorable day.

It was a fitting occasion for the bubbly to flow as the day also marked the 200th anniversary of the commissioning of H.M.S. Victory and the 37th of the sinking of the Bismarck.

Representatives from branches throughout the area attended the dedication service at H.M.S. Forest Moor, conducted by the Right. Rev. Ross Hook, Bishop of Bradford, assisted by the Rev. John Scott, the branch chaplain.

Departed Shipmates were remembered during the service

and a wreath was laid in their memory by Shipmate Don Crabtree, president No. 11 Area.

After the march past, led by the band of Harrogate Unit of the Sea Cadet Corps and the Girls Nautical Training Corps, there was a display of musical counter-marching followed by a competition for the post of standard bearer No. 11 Area, which was won by Shipmate John Rushton of Harrogate with Shipmate Doug Parkin of Doncaster, the runner-up.

"Come and visit us if you are in the Area" is the invitation **Nottingham** extends to all members of the Royal Naval Association and to serving members of the Royal Navy.

Week-long celebrations for the coming-of-age (21 years) of **Wythenshawe** branch opened with a carnival dance and included a parade to St Francis Church. At an informal ceremony attended by the committee and their wives and

two founder members, a £7,000 loan on the club premises was paid off and the deeds handed to Shipmate R. Williams, the club chairman.

OBITUARIES

Shipmate Lieut.-Cdr. J. Cox, RNVR, Boston branch, member of the R.N.A. for over 20 years. Died April 21.

Shipmate Samuel Michael Hees, member of Wolverhampton branch, died March 14.

Shipmate Alfred Warrior Tasker, member of Wolverhampton branch, died May 22.

Shipmate Fred Lewis, founder member of Ipswich branch, died aged 80.

Shipmate Harold Rothery, member of Lowton branch, died May 21, aged 75.

Shipmate G. S. Tucker (ex Chief E.R.A.), founder member and secretary Hartlepool branch, died May 10, aged 59.

Exmouth White Ensign Association is able to offer a self catering six berth caravan (September 2-16) in their area, free of charge, for a "needy" family from another branch. Send details to the Hon. Secretary, Mr. E. F. G. Vearncombe, 26, Phillips Avenue, Exmouth, Devon.

A pair of stained glass windows, the work of artist Laurence Lee, will be unveiled next June in the new cathedral of Guildford by Guildford Association of Wrens. The windows are being paid for by vigorous fund raising activities.

The new Naval Attache in Rome, Capt. G. J. Byers, was surprised to find no fewer than seven ex-R.N. hands working in the British Embassy. With 96 years' service behind them are Cdr. R. C. Fisher (now commercial counsellor in Rome), radio supervisor F. J. Mitchell, stoker mechanic D. Foreman, APO (RC2) G. W. Dibble, CPO Tel. Stephen Plent, CSGT L. Stelfox, and AB T. F. Littleford. Also on the staff are ex-Army Sgt. J. A. Clarke (who wished he had joined the Navy!) and Mr. Jack Finch, son of Sgt. Norman Finch (later lieutenant) of the Royal Marines who won a Victoria Cross at Zeebrugge in 1918.

The 158-year-old Holy Trinity church in South Street, Exeter, is to be the headquarters of Exeter and District White Ensign Club. The church, owned by Exeter Council is being leased at a peppercorn rent to the club in return for putting it in good repair. Members plan to refurbish and adapt it in a massive D.I.Y. effort estimated to take five years.

The Royal Navy has links with Kynsna in the Cape Province dating to 1817. During the Boer War it was a regular port of call for H.M. Ships Thrush, Widgeon and Maggie. Between 1920 and the early 1950s many ships called there, including H.M. ships Verbena, Rochester, Penzance, Londonderry, Auckland, Nereide and Actaeon.

The Kynsna museum, "Millwood House," is anxious to obtain souvenirs of these ships, or of any ships which visited Kynsna. Christmas cards, ash trays, ships badges, and letterheads would be welcome. They should be sent to: Mrs. Margaret Parkes, Southwood, George Road, Kynsna, Cape Province, Republic of South Africa.

REUNIONS

The Rock Garden Pavilion, Southsea, was the venue for the third reunion of the **H.M.S. Hood Association** attended by 150. The guests included Vice-Admiral Sir Louis Le Bailly, Rear-Admiral C. F. Kemp and Mr. Fred White of Weymouth, a founder member.

The third reunion of **H.M.S. Malaya (1937-1941)**, Association held at Portsmouth, was attended by 189. Vice-Admiral Sir John F. Stevens, a former executive commander of the 1936-1940 commission presided. The guest of honour was Mr. Charlie Chester.

The first reunion of shipmates of the destroyer **H.M.S. Matchless** (first commission), held at the Victory Services Club, London, was attended by six members and their wives. It is hoped the reunion in 1979 will be better supported. For details write to: Mr. J. Horton, 16, Mansfield Gardens, Hornchurch, Essex, RM12 4NL.

For the 57 officers and ship's company who attended **H.M.S.**

Ceylon's "20 years After" reunion in H.M.S. Belfast, it was a nostalgic occasion. Admiral Sir Frank Twiss, the ship's captain, recalled some of the highlights of the commission and to mark the occasion sent a message to Colonel Bolognesi, the ex-Ceylon in Peru. Those unable to attend may be interested in obtaining ties from Dr. Rex Record, 2, Cowdray Drive, Goring-by-Sea, Worthing, Sussex. Price: £3.

A reunion and memorial service was held at H.M.S. Daedalus, Lee-on-Solent by former telegraphist air-gunnery. The TAGS accompanied by the band of H.M.S. Daedalus, the padre and senior officers, paraded to the Fleet Air Arm memorial and the Fleet Officer Air Command, Vice-Admiral Sir Desmond Cassidi, laid a wreath on behalf of the Royal Navy.

Members of **H.M.S. Foylebank Association** held a memorial service at St John's Church, For-

tures Well, and later visited the Mantle memorial in the grounds of Portland hospital. Wreaths were laid in the naval cemetery and a memorial plaque was dedicated and unveiled in the naval base chapel.

A remembrance service was held at Bootle Cenotaph by Captain Walker's Old Boys Association. An armed guard of honour was provided by members of H.M. Ships Bristol, Galatea, Arrow and Salisbury, visiting Merseyside, supported by units of Sea Cadets. A wreath was laid on behalf of the Royal Navy by Flag Officer Plymouth, Vice-Admiral Sir John Forbes.

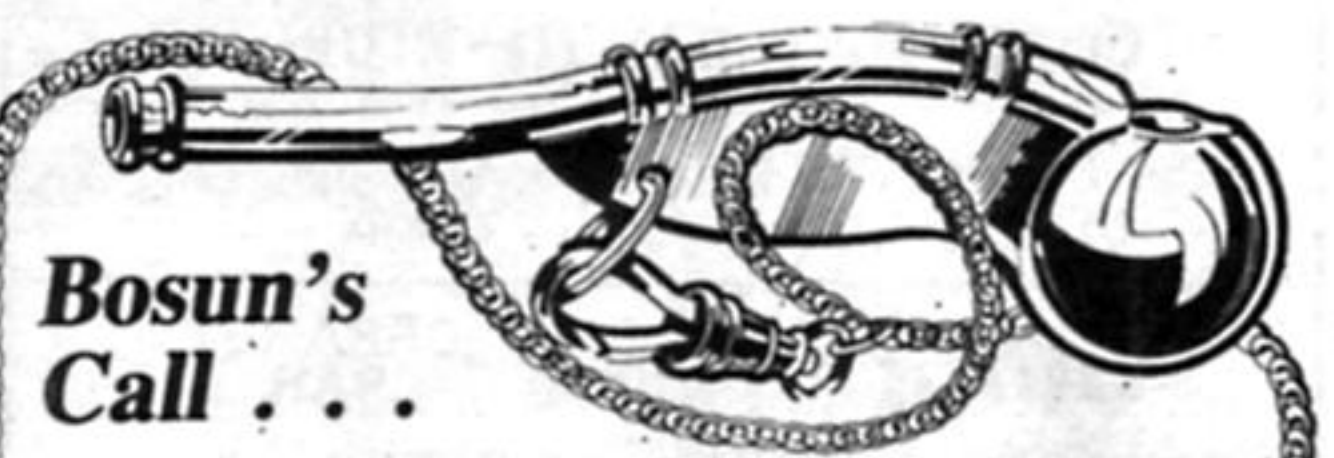
Members of the **D-Day and Normandy fellowship** met for the 34th anniversary of the Day on June 3. After a tour of Southampton Docks, members visited H.M.S. Dryad. A memorial service was held the next day at Portsmouth Cathedral, followed by a reception and lunch at Cathedral

House. For details of the Fellowship write to: Cdr. A. D. Gilbert, RN(Retd.), St John's Cottage, Shedfield, Southampton, SO3 2HY.

The Royal Naval Patrol Service Association reunion week will be held at Golden Sands Holiday Club, Hopton, Nr. Great Yarmouth, Norfolk, from October 1-8. For details write to: The Secretary, Royal Naval Patrol Service, Headquarters, Europa Room, Sparrows Nest, Lowestoft, Suffolk, NR32 1XG.

H.M.S. Gambia (last commission 1958-60) reunion is being held in H.M.S. President, Kings Reach, London, on November 4. For details write enclosing stamped addressed envelope, to George Creasy, 184, Red Court Road, Rochester, ME2 3TU or telephone Medway 7584.

Mr. H. K. Hutton writes from Auckland, New Zealand to say the 35th reunion of "ex-Leanders" will take place in July.



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Mon. 3rd	SOUL NITE	Function DJ Pete Cross	8 till 1130	50p
Thurs. 6th	GALA NITE	Radio 1 DJ Paul Burnett Showstoppers and DJ John Thompson	8 till 1200	£1
Sun. 9th	DISCO	Dick Wood	8 till 1130	30p
Mon. 10th	DANCE NITE	Bandito DJ Pete Cross	8 till 1130	50p
Thur. 11th	SOUL NITE	Black Gorilla DJ John Thompson	8 till 1200	50p
Sun. 16th	DISCO	Dick Wood	8 till 1130	30p
Mon. 17th	DANCE NITE	Mixtures DJ Pete Cross	8 till 1130	50p
Thur. 20th	DANCE NITE	Cissy Stone DJ John Thompson	8 till 1200	50p
Sun. 23rd	DISCO	DJ Dick Wood	8 till 1130	30p
Mon. 24th	DISCO GALA	Radio 1 DJ Kid Jensen and DJ Pete Cross	8 till 1130	50p
Thur. 27th	DOUBLE BILL	Rokotto and Allert Bros. DJ John Thompson	8 till 1200	70p
Sun. 30th	DISCO	DJ Dick Wood	8 till 1130	30p
Mon. 31st	DANCE NITE	Joker	8 till 1130	50p

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Hello, AB RSM!

The new regimental sergeant major at Victoria Barracks, Hong Kong, has a surprising link with the Royal Navy. H.M.S. Beachampton (in the background) is one of his old ships. RSM CHRIS LOUCH (right), being greeted here by RPO REG LYDIATT of the Beachampton, is a former Merchant seaman and AB in the R.N.R. He last saw the Beachampton 23 years ago in Portsmouth. RSM Louch is with the Coldstream Guards in Hong Kong.



Here's to you, CWren RHODA CHISHOLM. Wrens of H.M.S. Cochrane toast the longest serving member of the WRNS on her retirement. "Chissie," as she was known throughout the Service, was in the WRNS for 37 years.



Third Officer SALLY-ANNE FULFORD and MID. JOHN FULFORD made a little piece of naval history by becoming the first brother and sister to pass out together as officers from Britannia Royal Naval College. Their father, Surgeon Capt. PHILIP FULFORD, who has attended the Queen on her overseas tours, proudly took their salute. Picture: Charles Risk.



POGI JOHN GATENBY'S family album was well catered for when he met his brothers-in-law at Birmingham for H.M.S. Birmingham's freedom of the city ceremony. Both in-laws are former Navy photographers. RICK RICHARDS (left) is now a photographer with the Midlands Police, and TONY LOCK (right) is a fireman at Coventry. Picture: LA(Phot) Gordon Ford.



Meet LRO STEVE CHAMPION, if you haven't already heard him! Usually to be found operating radios for the Navy in H.M.S. Mercury, Steve is getting his big break on a different wavelength.

On Saturday, June 24, he presented the first of a month-long series of shows on Radio Victory, the Portsmouth Independent radio station.

While in H.M.S. Juno, Steve hosted a very popular request show, and he has had considerable success appearing on roadshows, and in pubs, clubs and discos in the south. During the summer leave period last year Steve worked as a cabaret disc jockey on a ferry service between Hull and the Continent.

Hover baby

The Royal Navy is quite used to babies being christened on board its ships but, perhaps, started a new tradition when Elenor Tessa Clanfield Hartridge was baptised in a hovercraft.

Her grandfather, Cdr. Peter Reynolds, is commanding officer of the R.N. Hovercraft Trials Unit in H.M.S. Daedalus, and the ceremony on board one of the unit's hovercraft was performed by the Rev. Reg Sweet.

Cdr. Reynolds' daughter Jocelyn, her husband Alan Hartridge, baby Elenor and four-year-old Jamma live in Barnsley, Yorkshire.

Tot time in the Plymouth!

Who's that at the back, then? Only a Navy tot getting fell in with dad...

Like a few more people, John Gill, a steward in H.M. submarine *Courageous*, had a weight problem. Trying to shed a few stone he went on a rigorous diet and took up a physical jerks routine. Then he hit on the idea that, while at home at Longbenton, near Newcastle-on-Tyne, he would take a regular walk to the docks with 16-month-old son Philip to let the lad see the ships.

And that, so it is said, is how John and son happened to be there with Lieut. Mike Beckett and men from H.M.S. *Plymouth* when the frigate paid a call (Anyway, it made an unusual picture for photographer Dennis Hutchinson, of the *Sunday People*).



Advice on 'at risk' families

A battered baby unit has been set up at the Royal Naval Hospital, Haslar, to provide for the Royal Navy a focal point of advice to which commanding officers may apply.

Navy News

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Tamerton 'Navy Lark'



"H.M.S. Tamerton — the Navy Lark" was the name of the float entered by the R.N. Community Centre, Tamerton Foliot, Plymouth, in the village carnival. Here members of the centre's youth club, suitably

dressed as the merry crew of the ship, surround the Community Centre May Queen (Lorraine Nash) and her attendants (Karen Robinson and Lisa Robertson).

Recent events have disclosed that the Services, as with the civil population, have their "at risk" families in which one or more members are in danger, potentially in danger, or suspected of being in danger of bodily or other harm from another member of the family.

An official statement explains the civil authorities' procedures, and defines the Royal Navy's responsibilities.

ESSENTIAL

It is essential, says the statement, that any "at risk" case involving children, or a suspected case, coming to the notice of any Service personnel or civilian employed by the R.N. should be referred at once to the proper authority (namely the Director of Social Services for the area).

Inquiries to the Haslar Hospital unit must always be treated in strictest confidence. The unit should also be informed of any case referred direct to the local Social Services.

NEED-TO-KNOW

Other authorities should be informed by the commanding officer or the Family Welfare officer on a strict "need to know" basis when any administrative action may be required and in accordance with any instructions issued.

Strong emphasis is placed on the need to maintain confidentiality in all such cases, one of the main reasons for this being that "understandable errors can be made."

The details are contained in DCI(RN) 324.

Action-packed Bristol



Some of the hundreds of families and friends of ship's company members of H.M.S. Bristol who had a day at sea in the destroyer after joining her at Portsmouth. In glorious weather they saw an action-packed display in which H.M.S. Cutlass and aircraft from Yeovilton and Lee-on-Solent also took part.

Picture: The News, Portsmouth

Devonshire invitation

With H.M.S. Devonshire due to pay off at the end of July, the wardroom has issued an invitation to all officers who have served in this Devonshire, together with their families, to visit the guided missile destroyer at Portsmouth on Sunday, July 23, between 1130 and 1300.

The ship's last families day at sea is planned for July 18, when it is hoped Princess Alexandra will be present.

Married quarters waiting times

The following is the latest list supplied of married quarters waiting times. (Classification key: Officers: Type III, captains and commanders; IV, lieutenant-commanders; V, lieutenants and below. Ratings: Type B, 1 child or none; C, 2 or 3 children; D, 4 or more children).

Portsmouth: Officers, no waiting. Ratings, B, 2 months; C and D, no waiting.

Plymouth: Officers, 2-4 weeks. Ratings, furnished, 2-4 weeks; unfurnished B and C variable.

Chatham: Officers, no waiting. Ratings B and C, no waiting; D, no pattern.

Rosyth: Officers, no waiting. Ratings, 3½ months.

Faslane: Officers, IV and V, 3-4 months; maisonettes, no waiting. Ratings, furnished, no waiting; unfurnished, 1 month.

Mercury: Officers, no waiting. Ratings, B, 2 months; C, 3 months; D, variable.

Osprey: Officers, 2 months. Ratings, 2½ months.

B.R.N.C. Dartmouth: Officers, no waiting. Ratings, B, 3 months; C, 2 months.

R.N.A.S. Culdroe: Officers, 8-10 weeks. Ratings, 8 weeks.

Warrior: Officers, indefinite for Type III. Ratings, no waiting.

H.M.S. Royal Arthur: Officers, 6 months. Ratings, 1½ months.

R.N.O. Greenock: Officers, type IV, 3-4 weeks; V, 2-3 weeks. Ratings, C, 1-2 weeks.

Rooke: Officers, no waiting. Ratings, flats, 3 months; caravans 4-6 weeks.

There were no waiting lists for officers or ratings at Gosport, Dryad, R.M. Poole, C.T.C.R.M. Lympstone, R.N.A.S. Yeovilton, Hong Kong, R.M. Deal, H.M.S. Gannet, H.M.S. Vulcan, R.M. Condor, Inskip, Forest Moor, R.N.W.T. New Waltham, Birkenhead, Barrow-in-Furness, and C.S.C.B.S. Newcastle.

Estimated waiting times are based on the date that individuals join the roster. The majority join the roster two months before their date of joining the establishment (detailed rules in DCI(RN) 469/77). It follows that any waiting time two months or under means that a quarter should be available when you take up your new draft / appointment — providing you apply as soon as you know where your new draft / appointment is.

Not so frozen!

Surprise is expressed in a letter that while quarters charges were "frozen" as part of the latest pay awards, there have been sharp rises involving accommodation stores.

A reader who out-mustered from quarters at Helensburgh on April 3 found that charges had gone up just two days earlier. As a result, she had to pay £11.27 for recovering a 2ft. 6in. mattress (instead of £8), and 88p for each pillow (instead of 75p). In all, the bill came to £5 more.

START SOMEWHERE

Well, all increases have to start somewhere and, as far as timing was concerned, this lady happened to be the unlucky one. Repairs contracts run for

three years before renegotiation, which means when new prices are introduced they contain three years' inflation, not one.

The latest contract was agreed last October and the new prices came in on April 1 as a convenient date (incidentally giving some occupants a few months grace, even if it didn't help the reader in Scotland). But it is emphasised that this renegotiation of contract is in no way connected with the pay rise.

The view is taken that a case cannot be made for "freezing" repair charges in the same way as "freezing" accommodation charges as repairs are incurred by the occupants themselves and it would be difficult to claim they should be subsidised.

Paying off? Remember the Trust

Ships paying off and other groups with money to dispose of should consider making a contribution to the biggest of naval charities, the Royal Naval Benevolent Trust.



ADMIRAL DREYER

Admiral Sir Desmond Dreyer, who handed over to Vice-Admiral J. C. Y. Roxburgh on June 9, was the longest-serving President of the Royal Naval Benevolent Trust.

Since July 1970 he has been at the helm during a period of re-organization when many important decisions had to be made. The duration of his presidency speaks for itself, and he has earned the gratitude and respect of the Trust.

This appeal was made by Admiral Sir Desmond Dreyer as he stepped down from the presidency of the R.N.B.T. after eight years.

The Trust had cut its overheads to the bone, he said, but still did not have enough money to meet all its commitments. The R.N.B.T. distributes more than £¼m. a year to needy naval people.

"We have therefore drawn up a list of priorities so as to ensure that those in greatest need are assured of full support while those whose need is judged to be less are supported only in special cases," said Admiral Dreyer.

The Trust was strongly supported by King George's Fund for Sailors and from other sources, and was most grateful for all it got, said the admiral.

MORE HELP

"But we would dearly like to give even more help, and I hope

that ships paying off, or any other group with money to dispose of, will give most serious consideration to making a contribution to this great naval charity."

In his farewell message, Admiral Dreyer said he wished to dispose of the myth that R.N.B.T. money was not always used for the benefit of those in real need.

"Infinite plans are taken in every case referred to us to ensure that decisions to make grants of money are based on a true knowledge of all the facts and on a hard-headed commonsense approach with a good measure of sympathy."

"Only when support is shown to be fully justified is a grant of money made. The work of deciding on the justification of requests is done by small committees of Service men who are volunteers and who I consider do the job as well as it is possible to do it," said Admiral Dreyer.

Transport school's gift



Picture: Gordon Whiting, Liverpool.

Cdr. Geoff Sample (left), Naval Liaison Officer for Merseyside, receives a £100 cheque for the R.N.B.T. from Mr. John Hughes, chairman of the Liverpool-based Sefton and District Transport School. Also pictured at the handing-over ceremony at H.M.S. Eaglet is Sefton director Mr.

Bob Watkins (centre).

Sefton School — the main re-settlement centre in the country for Ministry of Defence driver training — organized special courses for H.M.S. Mercury's flying column based at Chester during the firemen's strike.

R.N.B.T. pays out £165,000

The R.N.B.T. paid out nearly £165,000 in nine months up to the end of March. This was £28,000 more than the sum disbursed over the same period last year.

Jellicoe Annuitants and beneficiaries of minor trusts received £39,000 of the total, and the other £125,757 was allocated in 2,345 individual grants.

Applications from serving men and their families totalled 269 — 12 per cent. of the total — and accounted for £17,675 of the money.

QUEEN'S £5,000

Financial support for the Trust came from many quarters. The Queen allocated £5,000 for the R.N.B.T. from the proceeds of the Silver Jubilee Royal Variety Gala Performance, and King George's Fund for Sailors weighed in with £54,500.

From the Navy Weeks Trust came £18,404, while the Royal Tournament contributed £3,407.

MARTIN BEQUEST

The Trust also benefited from legacies. Of interest is the £4,000 from the estate of Mrs. M. V. Martin, who expressed the desire that the money be used to help serving ratings under the age of 25, or their dependants.

Registered as a minor trust, the Martin bequest has had several grants charged to it since February, and its balance at June 1 was £1,015.

The Variety Club of Great Britain has guaranteed £3,000 during 1978 to help deprived children of naval families. This will take the Variety Club's contribution through the R.N.B.T. to £15,700 in six years.

THE NEW MAN AT THE TOP

The man who has taken over the presidency of the Royal Naval Benevolent Trust is Vice-Admiral Sir John Roxburgh, who retired six years ago.

He told Navy News that it was a great honour to have



VICE-ADMIRAL ROXBURGH

been invited by the Admiralty Board to succeed Admiral Sir Desmond Dreyer.

"It gives me much pleasure, nearly six years after retiring from the Active List, to be renewing contacts with the men serving with the Fleet and also with those who have retired."

"I look forward to helping them in administering their own benevolent fund, the largest single naval charity, for the benefit of themselves, their wives, widows and dependants."

"I hope I can be of service during the coming years and I will do my best successfully to follow in the footsteps of my 11 distinguished predecessors," said Admiral Roxburgh.

New President of the R.N.B.T. is Vice-Admiral J. C. Y. Roxburgh, who began his naval career in 1933 as a 13-year-old cadet at Dartmouth.

When he retired in 1972, he had served as Flag Officer Sea Training, Flag Officer Plymouth and Flag Officer Submarines.

He first saw active service during the Spanish Civil War in the battleship Royal Oak. During the early months of World War II he took part in North Atlantic convoy operations in the destroyer H.M.S. Walpole, then served in submarines until the end of hostilities.

While first lieutenant of H.M.S. Submarine Thorn he was awarded the DSC and the DSO followed when he took command of the United in 1943. While in command of H.M.S. Tapir off Norway in 1945 he earned a bar to his DSC.

Have any of our readers got records they no longer want? Pembroke House, the R.N.B.T.'s home for aged sailors, has purchased a new record

player, and is on the look-out for unwanted LPs. General, classical and military music are the hot favourites, but "pop" is definitely a non-starter.

The Royal Naval Benevolent Trust relies on canteen rebate, voluntary donations, investment income, and legacies to continue its important work. There is no direct contribution, and no appeals are made to the public.

Head office: High Street, Brompton, Gillingham, Kent ME7 5QZ. Local Offices: 2a, Tipner Road, Portsmouth PO2 8QR; Fenner Block, H.M.S. Drake, Devonport Naval Base, Plymouth; 23, St Francis Ravelin, Floriana, Malta.

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King flies his flag in the Kent

King Carl XVI Gustaf of Sweden flew his flag in H.M.S. Kent when the guided missile destroyer led a five-ship group on a courtesy visit to Stockholm.

The King, an honorary admiral in the Royal Navy, was accorded full honours when he lunched on board the Kent as guest of Rear-Admiral Martin Wemyss, Flag Officer Second Flotilla, who was in command of the group.

King Carl Gustaf inspected a Royal Guard of Honour on the Kent's flight deck. Guard commander was Lieut.-Cdr. Stephen Graham, the ship's senior marine engineering officer, and the Queen's Colour for the Fleet was on parade, carried by Lieut. Norman Smee.

A section of C-in-C. Fleet's Royal Marines Band provided music for the occasion, and also beat retreat at the end of the official cocktail party given by the ships.

With the Kent were H.M. ships Diomedé — to which Admiral Wemyss transferred his flag while the King was on board Kent — Sheffield, Arethusa, and R.F.A. Blue Rover.

WORTH A SHIP

Capt. R. J. F. Turner, commanding officer of the Kent, said the Royal Marines Band was so well received in the Swedish capital that its presence was worth an extra ship.

During the visit, ship teams played sport against local sides, and ships' companies saw many of the sights of Stockholm, including the Vasa, the 17th Century warship which sank in Stockholm Harbour and has now been raised and turned into a museum.

Glad to see you, Apollo!

Three Moroccan fishermen were mighty glad to see H.M.S. Apollo last month. They had been drifting about for 23 hours in their 15ft. glass fibre speedboat when the Apollo appeared over the horizon, 25 miles off Ceuta, Morocco.

The castaways — and their valuable craft — were hauled aboard and revived with sandwiches and coffee, while the ship's engineers had a look at the broken outboard engine.

Soon repaired, it, the boat, and the relieved trio were landed at Gibraltar.

The Apollo was on operational exercises in the Mediterranean at the time of the sighting.

Medal parade



Navy Minister Mr. Patrick Duffy and Commandant Vonla McBride, Director WRNS, pose with members of the WRNS who had just received their General Service Medal (Northern Ireland).

42 Commandó Royal Marines, which was re-formed late last year, has been serving in West Belfast where "a busy time has been had by everyone," it is reported. At time of writing they had found 32 weapons and nearly 1,800 round of ammunition.

Visitors to the unit have included the Navy

Minister (Mr. Patrick Duffy) and the Director WRNS (Commandant Vonla McBride). Members of the WRNS who have been attached to the Commandó for secretarial duties posed for a picture with the visitors after Mr. Duffy had presented them with their General Service Medal (Northern Ireland).

Fort George, R.M., pays off

R.M. Detachment Fort George has now ceased operations on the River and Lough Foyle, Northern Ireland, bringing to an end a Royal Navy-Royal Marine presence in Londonderry which has been maintained almost continually since the Second World War.

Many will recall the name H.M.S. Ferret and how the progress of wartime Atlantic convoys was plotted, while others will remember the joint anti-submarine headquarters, H.M.S. Sea Eagle, which closed in 1970.

Later, with the worsening

situation, the Rame Head went to Fort George and then an R.M. detachment was formed. Now, with a changed situation there, the R.M. detachment has been withdrawn, and at the end of May the White Ensign was lowered for the last time.

Royal
visit, 1

And Hecla wears the Queen's emblem!

In April it was announced that the Queen's award to Industry — for export achievement — had been made to the Hydrographic Department of the Royal Navy.

During a visit to Devonport by the Hydrographer of the Navy, Rear-Admiral D. W. Haslam, the Queen's Award emblem was flown for the first time from a surveying ship, H.M.S. Hecla.

LUNCH

A lunch in the Hecla was attended by Admiral Haslam and the commanding officers of all Devonport-based survey ships except H.M.S. Hecate (at present in the Persian Gulf). Also present were the Assistant Hydrographer, Capt. R. J. Campbell, and Cdr. P. J. E. Cheshire, officer in charge of the Hydrographic School.

The day should also have seen the Hecla's rededication after a protracted refit in Devonport. A service had been planned, a cake baked, and a families day intended.

But, for a variety of reasons not unconnected with the refit going on longer than it was supposed to, the celebrations had to be cancelled.

CAKE

The cake, constructed by LCK K. Trotter — with able assistance from his wife, a W.R.N.S. cook serving in H.M.S. Raleigh — clearly required eating and was duly put to the sword by the Hecla's commanding officer, Cdr. J. A. L. Myres.

After working in the Western Approaches and taking part in an international operation north of Rockall, the Hecla will be deploying in the autumn to the Mediterranean. During the next nine months she is expected to visit ports in Greece, Crete, Turkey, Egypt, and Italy before returning home in June, 1979.



King Carl XVI Gustaf of Sweden inspects a Royal Guard of Honour on H.M.S. Kent's flight deck. Escorting the King is guard commander Lieut.-Cdr. Stephen Graham.

Royal visit, 2



Lieut. Michael Ralph presents artificer apprentices from H.M.S. Figgard to the Duke of Edinburgh, during the Duke's visit to the West Country. The apprentices, who competed in the Devizes - to - Westminster canoe race, are all taking part in the Duke of Edinburgh's award scheme. They are (left to right) PO App Neil Jones (passed gold), David Shuttleworth (bronze), David Nunn (working for bronze), PO App Philip Mather (working for silver), Tim Brown (bronze), Colin Campbell (silver), PO App Gary Dade (gold) and Colin Taylor (working for silver).



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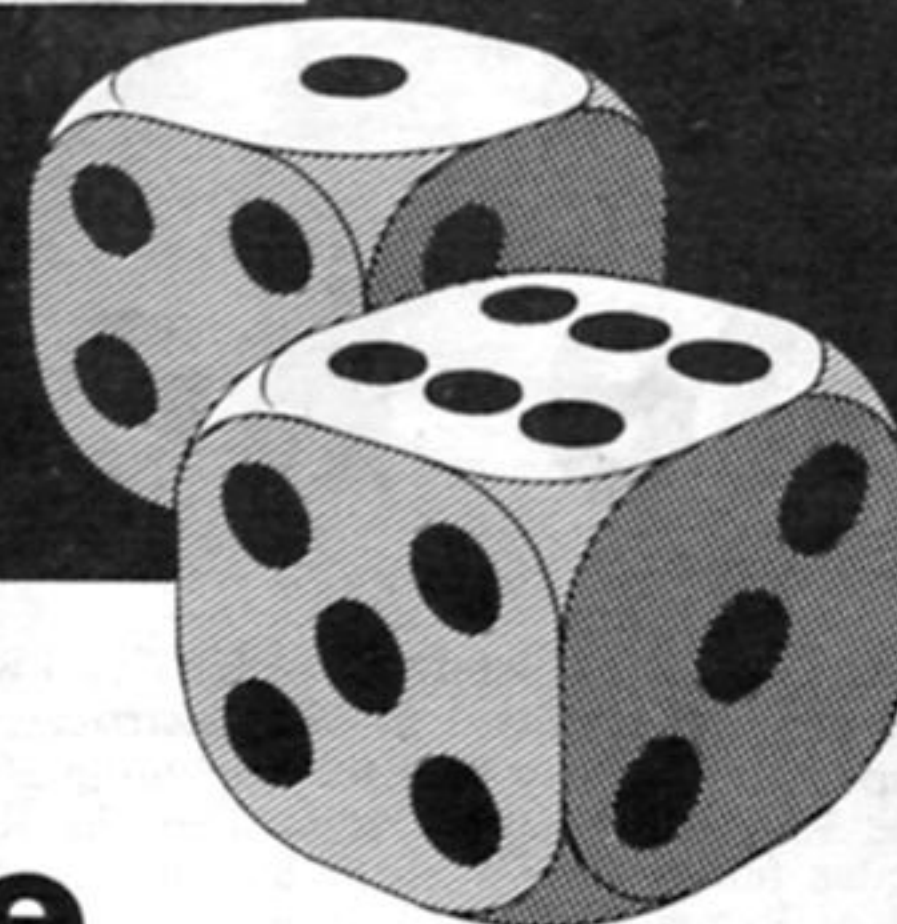
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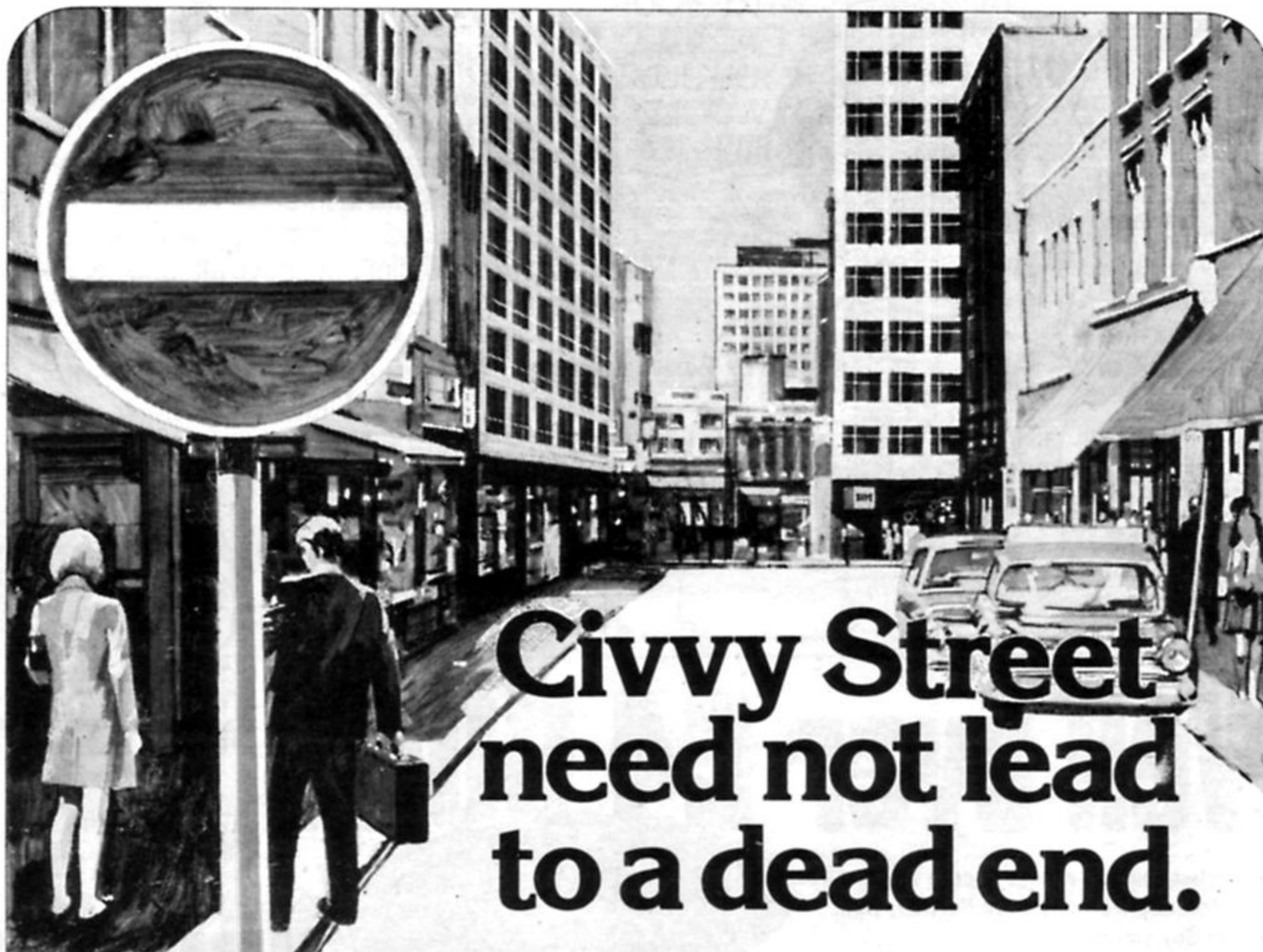
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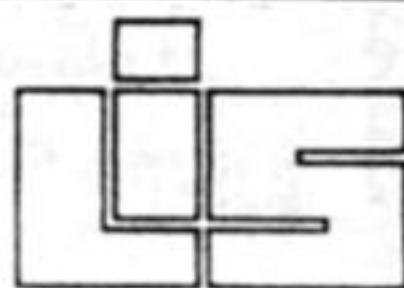
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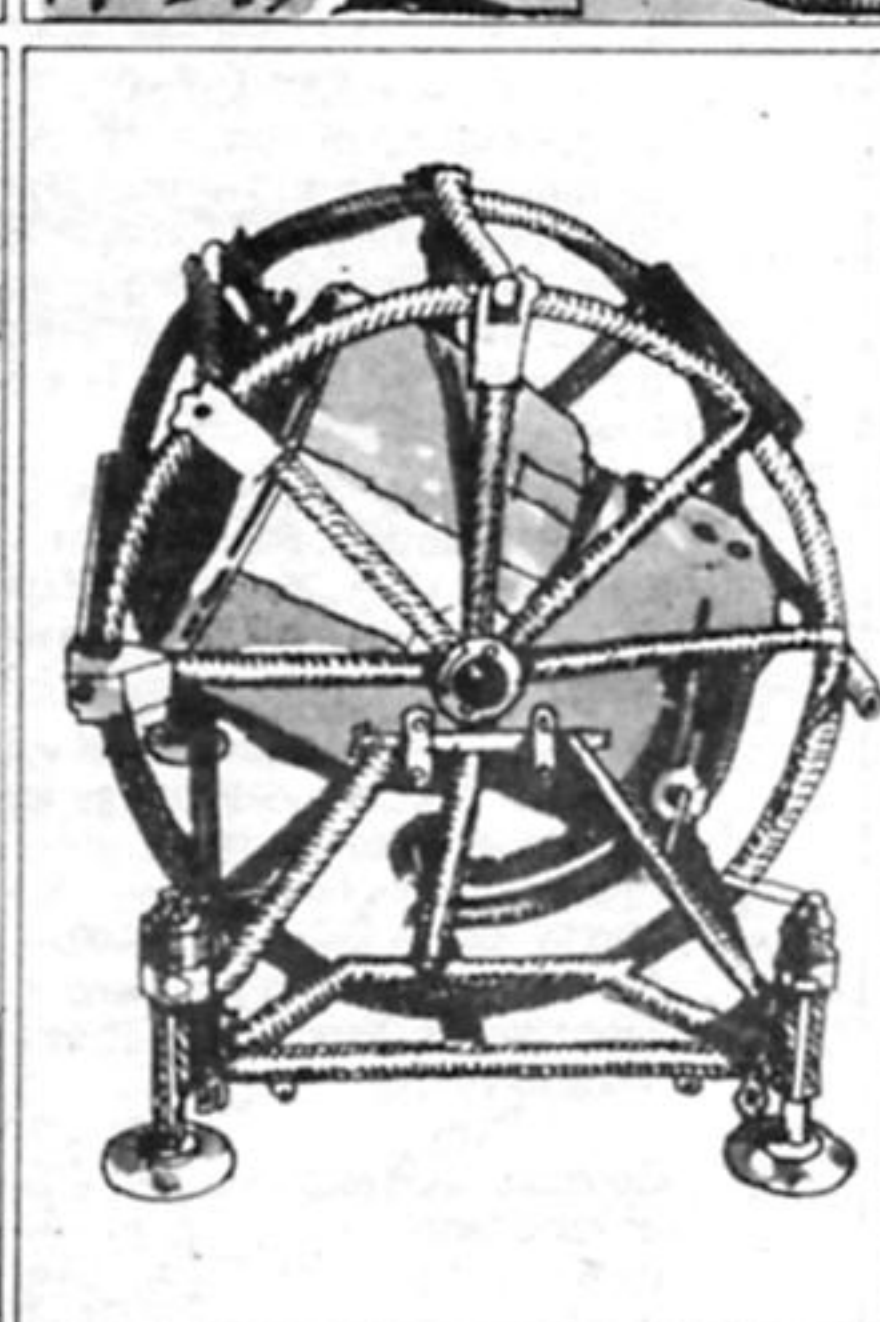
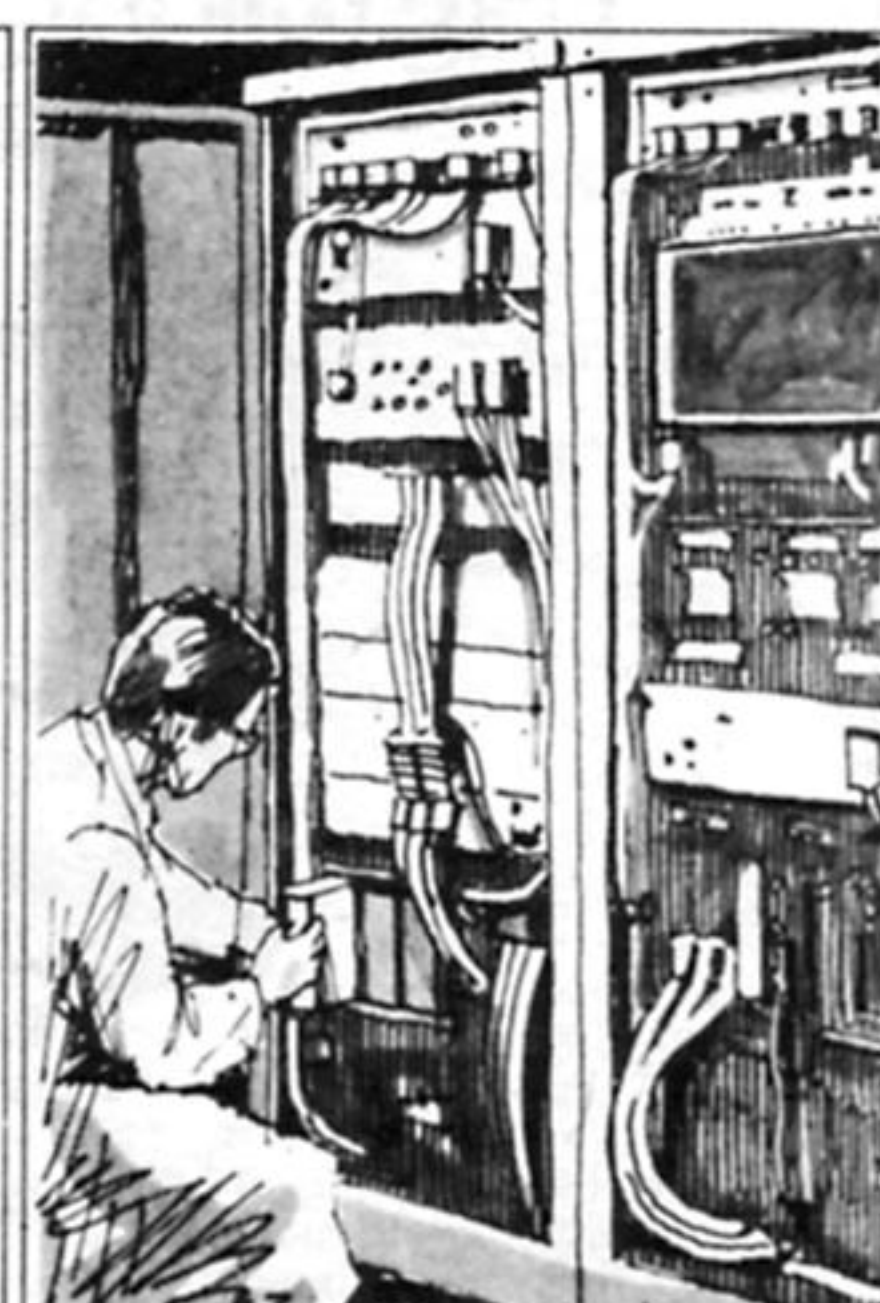
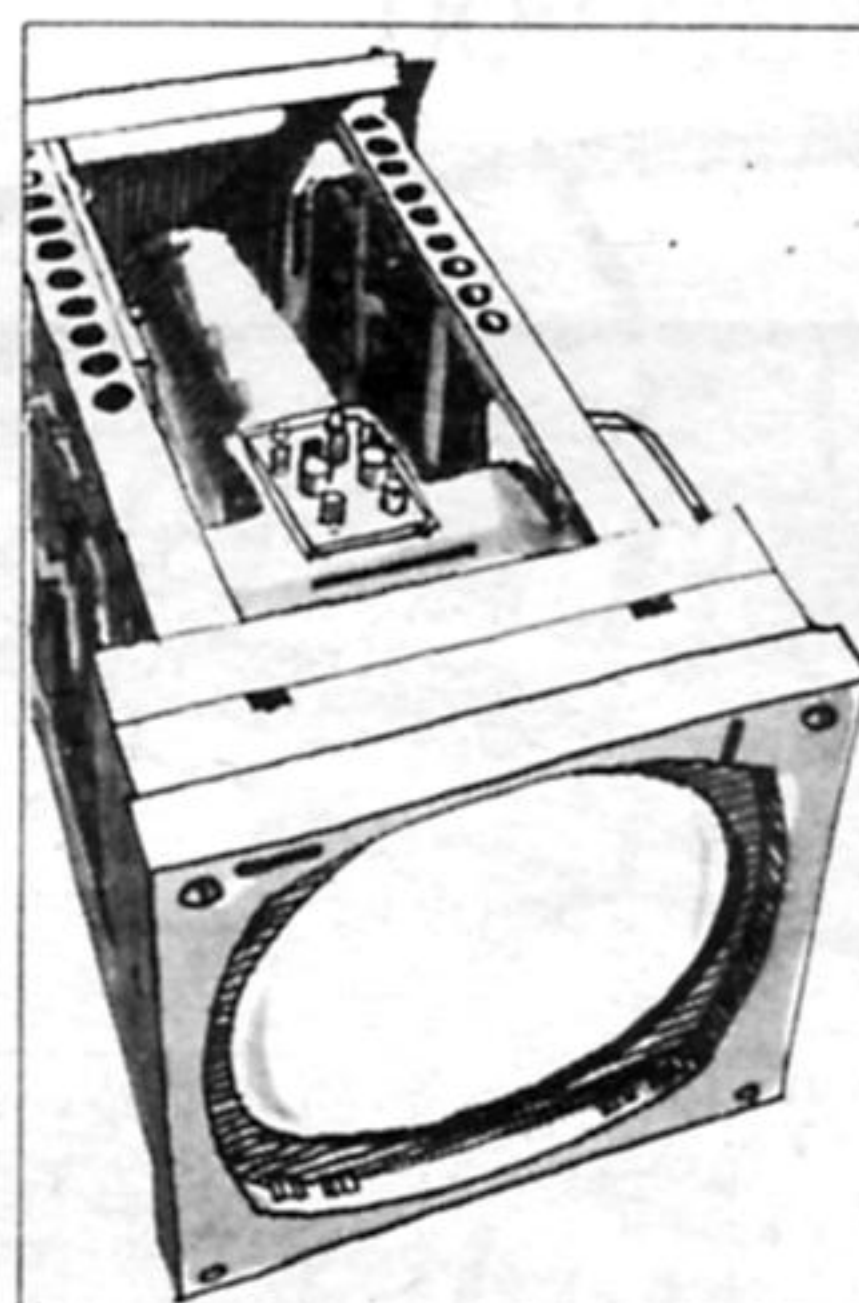
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SWIMMING



LPT Michael Flaherty



Lieut. Peter Stephens

Two Royal Navy long-distance swimmers — LPT Michael Flaherty (H.M.S. Drake) and Lieut. Peter Stephens (RAE Farnborough) — have been selected for the British team after performing well during the British international trials championships at Willen Lake, Milton Keynes.

LPT Flaherty got his country's call after finishing a close second in the 4.5km. freestyle and will represent Britain in Brugge on August 13. In the same event last year he finished 11th out of 77 international competitors.

On August 20 he will be a reserve in the British team travelling to Spain for an event on the River Ebre.

WINDERMERE

Lieut. Stephens was third out of 11 in the 16km. freestyle at Willen Lake, and will swim for Britain at the Lake Windermere international championships on August 5. His time at Milton Keynes was 1hr. 10min. 15sec.

Other Navy swimmers to do well at Willen Lake were AB(R) Duncan Gill (H.M.S. Osprey) and POME Kenneth Slater, who were fourth and seventh in the 4.5km. freestyle.

That's Britannia's winner



AB Jimmy Hadden (hooped jersey) knocks the ball into H.M.S. Yarmouth's goal to give the Royal Yacht Britannia a 2-1 victory in the final of the Midi-ships soccer competition. Nearly 40 teams entered the competition.

Photo: LA(Phot) Tom Suddes.

Soccer season
ends on a
high note

Two satisfying events took place last month to bring the curtain down on another Royal Navy soccer season, writes Jack Seppard.

CPO Derek Godwin, until recently the R.N. Football Association senior coach, was awarded the B.E.M., and Portsmouth R.N. Football Club won promotion to Division I of the Hampshire League.

Derek Godwin, soon to join H.M.S. Bulwark, has a record

of service to Navy football second to none. He represented the Navy 110 times, then qualified as an F.A. coach and twice took the R.N. Youth side to the Inter-Service championship.

THREE TIMES

Appointed senior coach, his teams won the Inter-Service title three times in the next four years — 1978 included.

Portsmouth R.N. Football Club, managed by new Navy coach Sgt. Jimmy Foy, won Division II of the Hampshire League and now faces an even higher level of football in the top division.

Players or administrators wishing to be associated with that challenge should contact Sgt. Foy on Portsmouth 22351 ext. 22671.

Daedalus' catch

H.M.S. Daedalus won an R.N. and R.M. Angling Association sea competition fished on Plymouth Breakwater. Second in the team event were CTC Lympstone, and third H.M.S. Defiance.

Fish were few and far between, and only 26 out of 110 competitors weighed in. Entrants came from as far as Gannet and Caledonia in Scotland and Cudrose in Cornwall. Heaviest individual bag was returned by Lieut. Ken White (Daedalus), for the fourth year in succession.



AB(R) Duncan Gill obviously found the water to his liking during the 4.5km. long-distance swimming event at Willen Lake. He finished fourth.

SPORT IN BRIEF

Water polo

The Navy's second water polo knock-out competition was won by H.M.S. Drake, who beat H.M.S. Caledonia 11-1 in the final at H.M.S. Temeraire.

Drake beat last year's winners, H.M.S. Heron, in one semi-final, while Caledonia accounted for H.M.S. Vernon in the other semi-final. Each Command holds its own knock-out tournament to decide the finalists.

Table tennis

Wren Judy Langridge (H.M.S. Daedalus) featured in a unique R.N.-Army combination with WRAC Pte Armstrong to win her second consecutive ladies' doubles title at the Inter-Service table tennis championships.

Wren Langridge was also runner-up in the singles.

Tennis

Portsmouth Wrens easily won the R.N. Women's Inter-Group lawn tennis championships held at the United Services Club, Portsmouth. They won 23 matches against seven by R.M., Plymouth and Medway, and five by Air and Scotland.

Pitch and putt

H.M.S. Mercury's new nine-hole pitch and putt course was opened with a game between the Wardroom and senior rates, won by the former.

Referees' course

A testing referees' qualifying course for naval personnel ended with an examination and a 100 per cent. pass rate. The course, first of its kind in the Navy, was held concurrently at CTCRM Lympstone and H.M.S. Neptune. It is thought the new-style course should give the new Navy referees a two-year advantage on their civilian contemporaries.

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SPORT

KELSON K.O.s GREIG

PO Kelson Brooks picked up a scalp he will long remember when the Royal Navy played Sussex II at Hove. The medium-fast Brooks clean bowled Tony Greig when the former England captain had scored eight runs.

Even Greig's bowling was treated with some disdain, his three wickets costing him 43 runs off 11 overs.

The Navy lost by 17 runs after doing well to limit Sussex to 204 for eight off 55 overs.

The new ball was taken by 17½-year-old SA Richard Jackson, a powerfully-built fast bowler who will no doubt be seen in representative cricket for some years, but Brooks (3-27) and Lieut.-

Cdr. John Lucas (3-44) shared most of the wickets.

Although Lieut.-Cdr. John Dunt went early to a Greig bumper, 50 in 35 minutes by Surg. Lieut. Paul Cooper (50) and Lieut. Peter Fogden (13) set the pace.

With five wickets down, Sub-Lieuts. Charles Gilbert (35) and John Coulthard (21) consolidated as the first class spin of Chris Waller and Tony Greig in his slower guise made runs hard to come by. A ninth wicket stand of 24, between Jackson and Brooks brought the Navy within sight of victory, but it was not to be.

CRICKET

YOUTH BOWLS 'EM OVER

The Royal Marines won the Inter-Command cricket title at a tournament during which several young players took the eye, writes Derek Oakley.

Most prominent among them was NA Chris Campbell, who opened the bowling for Naval Air Command. In three matches he took 11 wickets for 34 runs in 28 overs, and top scored against the Royals in an exciting semi-final.

After two days of trials and fixtures against BRNC Dartmouth, the first R.N. Under-25 cricket team was selected for representative matches against the British Fire Services and Oxford University Authentics.

Only a hard-hit century by an ex-naval player turned fireman boosted the Fire Service to 189 for six off their allotted 45 overs at Portsmouth.

Skipper MEA Bruce Franklin (53) and Mid. Mick Mayhew (43) kept the Navy in the hunt, but their dismissals saw the required run rate mount. At the close, the youngsters were 140 for eight.

At Oxford, the Navy bowlers

Under-25 side in action

toiled away as the undergraduates built up a formidable 223 for three declared in an all-day game.

Mayhew contributed an aggressive 44 as the Navy reached 62 for one, but four more wickets fell cheaply to turn the game. NA Paul Barsby scored 26 to add to his three wickets before the last man fell ten minutes from stumps with the score on 143.

Average age of Scotland's team was less than 20, while both finalists — Royal Marines and Plymouth — had four players each under 25.

ON DUTY

The tournament, at Portsmouth, produced much interesting cricket. With four senior players on duty for Combined Services — for whom, incidentally, Lieut. Mike Robinson took 60 and 82 not out off Oxford and Cambridge Universities, CPO Tony Izzard got two 60s and Lieut.-Cdr. Roger Moylan Jones another 50 — several capped players played decisive roles.

THREE WICKETS

Capt. Gerry Wells-Cole's three wickets against Naval Air and 72 not out in the final ensured the Royal Marines of success.

Backed up by Lieut. Rob Fulton's 30 and other useful contributions, the Royals totalled 199 in the final, and bowled out Plymouth for 144.

In the semi-finals, Plymouth skipper Lieut. Phil Broom dominated the West Country innings against Scotland. Although the young Scotland side were well in the hunt up to tea, their last seven wickets fell cheaply.

Low scoring was the feature of the other semi-final, in which Naval Air could muster only 96 against keen fielding and accurate bowling. Man-of-the-match Capt. Angus Cameron took 5-16.

When the Marines batted they lost four wickets to young Chris Campbell and were struggling at 45 for seven. Application by Cameron (30) and Sgt. Dick McArdle saw them home without further loss.

GOLF

Those who forecast the result of golf meetings seldom get it right. However, on paper the strongest team was that of Naval Air Command who won the Inter-Command last year. Portsmouth were on their own territory, which carries some advantage, and Medway could well spring a surprise now that they have been combined with Fleet for golf team selection.

One should never discount Plymouth, Royal Marines or Scotland, but a win for any of them would be against the odds.

WALK-OVER?

The individual event should have been a walk-over for Lieut. Malcolm Edmunds, but he has not been on his best form recently and we might yet have an unexpected 1978 Navy golf champion.

With the absence at sea of many of our better golfers, such as Lieut. Jim Grieve and LRO Nobby Stiles in H.M.S. Aven-

ger, and the late withdrawal of Lieut.-Cdr. Ron McLean and Ken Medland, the field was even more open than usual.

Lieut. Alan Bray, last year's runner-up, was a strong contender and Lieut. Roger Hockey from H.M.S. Excellent was until recently a member of Blackmoor where the championships were being played.

Then from Scotland there was MEA David Quarmbay, who did very well at Blackmoor in April, or how about a comeback for CPO Ian Tasker from R.N. air station Yeovilton?

All were possible, but Malcolm Edmunds remains the golfer to beat.

For the first time for many years the Admirals beat both the Generals and Air Marshals in their annual triangular match.

Portsmouth Harbour takes on a crowded look as Bosun dinghy crews get away at the start of an elimination race for the individual title at the Naval Air Command Sailing championships.

SAILING

Airmen win dinghy title

Naval Air Command won the Claud Barry Cup in the Inter-Command dinghy sailing championships held at Chatham. More than 80 competitors represented the commands, the Royal Marines and, for the first time, the Royal Naval Reserve.

The winning Naval Air team was Lieut. P. Daysh (capt.), Lieut. R. Temple, Lieut. N. Mortimer, Lieut. P. Standley, CPO C. Cooke, PO I. Wichens, LAM D. Cooke and APP M. Kelman.

DAEDALUS WIN

H.M.S. Daedalus, the hosts, won the premier team racing trophy in the 1978 Naval Air Command dinghy regatta sailed in the upper regions of Portsmouth Harbour.

The Daedalus team of Lieut. Paul Daysh and APP Phil Chester, and CPO Chris Cook and CPO Bob Stokoe, won four out of four races to win the Naval Air Command Cup outright.

Also competing were teams from Gannet, Heron, Osprey and Seahawk.

SHOWED WELL

Lieut.-Cdr. Nigel Mortimer and Lieut.-Cdr. Terry Jones (Seahawk), LA(SE) Denis Cook and REA(A)3 Ian Wichens (Osprey) and Lieut. John Wright (Gannet) all showed well for their teams.

Twenty helmsmen competed at individual level for the Swordfish Trophy, and again Daedalus produced a winner. APP Chester held off challenges from Lieut.-Cdr. Mortimer, CPO Cook and Lieut. Daysh to come out on top.

Round-Britain racers



Cdr. Peter Blomeley (right) and Sub-Lieut. Stuart Johnston have teamed up again to sail Britannia Royal Naval College's yacht Hindostan in the Royal Western Observer two-handed Round Britain Race.

The two men finished third in Hindostan two years ago in the R.O.R.C. British Isles race. Three other Dartmouth yachts are competing in the 2,000 mile race, which starts on July 8.

Picture: Charles Risk.

Good day for scullers

Royal Navy scullers enjoyed a good day at the 11th annual Joint Services regatta at the National Water Sports Centre, Holme Pierrepont, with one win and two second places.

Wren Yardley (H.M.S. Dauntless) narrowly missed the ladies' sculling title.

HARD-FOUGHT RACES

On a day during which R.A.F. crews carried off most of the trophies, Navy crews were involved in some hard-fought races. The Wrens IV lost in the final by less than a length to the W.R.A.F., and one R.N. novice IV produced a last minute spurt that almost carried them past the leaders.

In the open fours, R.N. (Portsmouth) came second and third, and an open eight finished strongly to beat an R.A.F. crew.

'HELP DRAFTY' PLEA TO YACHTSMEN

Yachtsmen with the right qualifications can help Drafty put them in sailing jobs — if they fill in the right forms.

Navy sailing coach CPO Tom Mason told Navy News there had been a very poor response to an announcement in December that sailors could record on their computer drafting forms any Royal Yachting Association qualifications they held.

This information is needed to help Drafty put qualified people

into coaching jobs during shore time, and could benefit Navy sailing enormously.

Those with the following RYA certificates — Advanced Dayboat, Dayboat Instructor, Dayboat Senior Instructor and Dayboat Coach — should fill in forms C171 and C173 right away.

SPORT

Portsmouth well in command

Portsmouth Command recorded overwhelming victories in both the men's and women's team competitions at the Royal Naval athletic championships at Victory Stadium, Portsmouth.

AB Steve Hall (H.M.S. Nelson) broke his week-old Navy record in the 3,000m. steeplechase with a time of 9min. 8sec. This knocked a full five seconds off a record that, until Hall's run in the Portsmouth Command championships a week earlier, had stood firm for 13 years.

In second place was CPO Keith Cawley (H.M.S. Drake), who recorded 9min. 24.6sec. — 11sec. inside his previous best.

Big Ted Kelland, the Royal Marines warrant officer from R.M. Bristol, did the double with victories in hammer and discus. His discus throw of 47.9m. puts him into the British rankings at 17th.

ROBBED

He was robbed of a throwing hat-trick by RMech Trevor Walhen (H.M.S. Nelson), who won the shot with a personal best of 15.47m. This puts Walhen, the Navy athletics coach, into 16th place in the British rankings, one ahead of Kelland who recorded a putt of 15.41m. while competing for Wales at an international meeting in Athens.

Lieut. Eamon Fitzgerald (H.M.S. Vernon) also missed out on a hat-trick after winning the high and triple jumps. In an excellent pole vault competition between him, PO Sandy Ellis (H.M.S. Collingwood) and EMA Neil McPhee (H.M.S. Hermes), Ellis beat Fitzgerald by 5cm.

Both vaulters will be looking for a good placing at the Inter-Service meeting at Alexandra Park, Portsmouth, on July 12.

Mixed bag for tennis team

Early season tennis matches in preparation for the Inter-Services at Wimbledon on August 7-8 have produced varying results for the Navy team.

Of the five fixtures played so far, wins were recorded against Public Schools Old Boys (6-3) and Chichester (6-3), and defeats suffered against the strong Civil Service, Hurlingham and the All England Club.

REGULARS

Regular players for the Navy have been team captain Lieut.-Cdr. Phil Pool and partner Lieut. Jolyon Ralston, R.M., Vice-Admiral J. H. F. Eberle, Cdr. Norman, Spruce and Taylor, Sub-Lieut. Bosshatt, Col. Sgt. Gibb and MNE Nash.

The Navy individual championships take place at Wimbledon from July 31 to August 4 and will give contenders a chance to stake a place in the Navy team, as well as an opportunity to play on these famous courts. Entry forms can be obtained from the secretary RNLTA, RNC Greenwich, London SE10.

ATHLETICS

Although not as strong as the R.A.F. or Army, the Navy will be looking for one or two winning individual performances. Backing up the challenge from the two pole vaulters and Walhen and Kelland will be LAM Ty Lewis (H.M.S. Hermes), who will be defending his 400m. hurdles title.

Other Navy champions to record personal bests at the championships were MEM Errol Johnson (H.M.S. Antrim) in the 400m. (50.4sec.); Cpl Chris Hazelwood (CTCRM) in the 1,500m. (4min. 4.4sec.); LPT Green (H.M.S. Vernon) who threw 57.32m. in the javelin; and CPO Alan Walker (H.M.S. Collingwood) in the long jump (6.52m.).

Lieut. Rees Ward (H.M.S. Brighton) retained the Gordon Wright trophy by winning the 5,000m.

OUTSTANDING

CPO Wren Jane Walsh (H.M.S. Raleigh) was again the outstanding woman competitor at the championships, winning the 100m., 200m., 400m., 800m., long jump and javelin.

She achieved a championship best performance in the 800m. and equalled the record in the long jump. CPO Walsh will be defending her Inter-Services title in the 800m. and will be hoping to do well in the other track events.

LWren Maggie Johnson (H.M.S. Excellent) was second four times, three times behind Jane Walsh.

The Portsmouth WRNS relay team wound up the meeting by recording a championship best performance of 53.1sec. in the 4 x 100m.

ROYAL NAVY ATHLETIC CHAMPIONSHIPS, 1978

(Key: Port — Portsmouth, RM — Royal Marines, Air — Naval Air Command, Med — Medway, Ply — Plymouth, Scot — Scotland, CBP — championship best performance).
100m. — PO I. Buck (Port) 11.4sec.; 2, LMEM L. Elliott (Port); 3, MEM E. Johnson (individual).
200m. — 1, LMEM L. Elliott (Port)

JULY

28 June-8 July — Rifle: R.N. small arms championships (Bisley).
2 — Cycling: R.N. and R.M.C.A. Circuit races (H.M.S. Daedalus).
3 — Swimming: Inter-Service junior championships (H.M.S. Raleigh).
3-12 — Athletics: Advanced coaching proficiency (Victory Stadium).
5 — Angling: Sixth course championship (Warwick Avon, Evesham).
6 — Athletics: M.O.D. invitation relay (Motspur Park).
7-8 — Sailing: Inter-Command keelboat championships (Seaview).
8 — Equestrian: Inter-Service event (Dryad); Volleyball: W.R.N.S. Inter-Service establishment tournament (Portsmouth).
8-9 — Golf: R.N. v. Dunbartonshire (Cardross G.C.).
9 — Sailing: R.N.S.A. v. Sea View Yacht Club (Seaview); Cricket: R.N. v. Devon (Mount Wise).
10 — Cricket: R.N. v. Somerset II (Taunton).
12 — Athletics: W.R.N.S. Inter-Service championships (Portsmouth).
13-30 — Equestrian: Royal Tournament Inter-Services (Earls Court).
14 — Rifle: United Service match, Inter-Services sub-machine, Whitehead match (Bisley).
15-16 — Cricket: R.N. v. QUIDNUNCS

23.3sec.; 2, Lieut. R. Sampson (ind); 3, Cpl A. Woodin (RM).
400m. — 1, MEM E. Johnson (Port) 50.4sec.; 2, Cpl A. Woodin (RM); 3, LMEM W. Moses.

800m. — 1, Lieut.-Cdr. D. Furneaux (Air) 1min. 57.6sec.; 2, Cpl C. Hazelwood (RM); 3, Sgt Bamford (RM).
1,500m. — 1, Cpl C. Hazelwood (RM) 4.04.4; 2, MNE B. Shroobree (RM); 3, LWTR Reed (Air).

5,000m. — 1, Lieut. R. Ward (Ply) 14.36.4; 2, AB S. Hall (Port); 3, PO Osborne (Ply).
3,000m. steeplechase — 1, AB S. Hall (Port) 9.08.0, R.N. record; 2, CPO K. Cawley (Ply); 3, Lieut.-Cdr. B. Davis (Port).

110m. hurdles — 1, CEA T. Price (Port) 16.3sec.; 2, LAM T. Lewis (Air); 3, STD Gilbody (Air).

400m. hurdles — 1, LA T. Lewis (Air) 57.2sec.; 2, Lieut. R. Sampson (Port); 3, CEM T. Price (Port).

Javelin — 1, LPT Green (Port) 57.32m.; 2, CSgt Higgins (RM); 3, MNE Taylor (RM).
Shot — 1, RMECH T. Walhen (Air) 15.47m.; 2, WO2 E. Kelland (RM); 3, Lieut.-Cdr. Gray (Scot).

Hammer — 1, WO2 E. Kelland (RM) 47.78m.; 2, Lieut.-Cdr. Gray (Scot); 3, RMECH T. Walhen (Air).
Discus — 1, WO2 E. Kelland (RM) 47.94m.; 2, RMECH T. Walhen (Air); 3, RS B. Halifax (Port).

Triple jump — 1, Lieut. E. Fitzgerald (Port) 13.48m.; 2, APP Nettle (Ply); 3, MEM Berry (Scot).

Long jump — 1, CPO A. Walker (Port) 6.52m.; 2, MEM Berry (Scot); 3, APP Bosie (Ply).

High jump — 1, Lieut. E. Fitzgerald (Port) 1.78m.; 2, MEA O'Flis (Scot); 3, LPT Lepage (Air).

Pole vault — 1, PO S. Ellis (Port) 3.90m.; 2, Lieut. E. Fitzgerald (Port); 3, EMA N. McPhee (Air).

4 x 100m. — 1, Portsmouth, 44.1sec.; 2, RM; 3, Air; 4, Plymouth.

4 x 400m. — 1, Portsmouth, 3.37.6; 2, RM; 3, Plymouth; 4, Air.

Team result — 1, Portsmouth (144 points); 2, RM (90); 3, Air (83); 4, Plymouth (80); 5, Scotland (30); 6, Medway (2).

WOMEN'S CHAMPIONSHIP

(Key: I — Portsmouth; II — Air/Scotland; III — RM / Medway / Plymouth).

100m. — 1, CWren J. Walsh (III) 13.0sec.; 2, LWren M. Johnson (I); 3, Wren Ewins (I).
200m. — 1, CWren J. Walsh (III) 26.8sec.; 2, LWren M. Johnson (I); 3, Wren Sherman (I).

400m. — 1, CWren J. Walsh (III) 61.3sec.; 2, Wren Rennie (II); 3, Wren Sanders (II).
800m. — 1, CWren J. Walsh (III) 2.25.5; CBP; 2, Wren S. Sim (I); 3, Wren Cook (II).

100m. hurdles — 1, LWren A. Tinkler (I) 18.1sec.; 2, Wren E. Giles (II); 3, LWren Dairden (I).

4 x 100m. hurdles — 1, Portsmouth, 53.1sec.; CBP; 2, RM / Plymouth / Med; 3, Air / Scotland.

Long jump — 1, CWren J. Walsh (III) 5.19m.; CBP; 2, LWren M. Johnson (I); 3, Wren Barnes (Ind.).

Discus — 1, Wren Lawrie (III) 34.06m.; 2, Wren Ludford (I); 3, Wren Allen (Ind.).

Shot — 1, LWren Davenport (III) 9.43m.; 2, Wren Kingsley (I); 3, Wren Lawrie (III).

High jump — 1, Wren Sherman (I) 1.43m.; 2, LWren M. Johnson (I); 3, Wren Gooding (II).

Javelin — 1, CWren J. Walsh (III) 30.86m.; 2, LWren Griffiths (I); 3, Wren S. Sim (I).

Team result — 1, Portsmouth (90 points); 2, RM / Plymouth / Medway (77½); 3, Air / Scotland (54½).

WHEN WHAT AND WHERE

(Portsmouth).
16-17 — Sailing: Inter-Command keelboat championships (Seaview).
17-21 — Fencing: Royal Tournament (Earls Court).
18 — Golf: R.N. v. Civil Service (North Hants G.C., Fleet); Cricket: R.N. v. Kent II (Chatham); Rifle: Inter-Services short and long range matches (Bisley).
19 — Cricket: R.N. v. British Police (Chatham).
20 — Cricket: R.N. v. Civil Service (Chatham).
21 — Rifle: Inter-Services U.I.T. pistol match (Bisley).
22 — Athletics: Inter-Services junior championships (Aldershot); Kayak: R.N. sprint championships (Bradford-on-Avon).
22-5 Aug. — Mountaineering: Joint Services Alpine meet (Bernese Oberland, Chamoni).
23 — Kayak: R.N. LD championships (Bath); 25 — Cricket: R.N. v. Hampshire II (Portsmouth).
25-26 — Swimming: R.N. championships (H.M.S. Raleigh).
26-27 — Swimming: R.N. (W.R.N.S.) championships (H.M.S. Raleigh).
27-28 — Athletics: R.N. decathlon and women's pentathlon championships (Victory Stadium).
28 — Cycling: Inter-Services track Omnium (Arboretum).
29 — Cycling: Inter-Services 10-mile time trial (Arboretum); Equestrian: R.N. v. Metropolitan Police (Imber Court).
30 — Cycling: Inter-Services 50-mile time trial (Arboretum).
31 — Tennis: R.N. (W.R.N.S.) lawn tennis championships (Greenwich).



AB Steve Hall (H.M.S. Nelson) splashes through the water jump on his way to a new Navy 3,000m. steeplechase record at the R.N. athletic championships at Victory Stadium.

Picture: LA(Phot) Chris McDermott.

Hall beats the record, twice

Highlight of the Portsmouth Command athletic championships was AB Steve Hall's assault on the 13-year-old Navy 3,000m. steeplechase record. The H.M.S. Nelson-based athlete clipped three-tenths of a second off David Brown's time of 9min. 13.0sec.

Eight days later the record tumbled again when Hall ran 9min. 8.0sec. at the Navy championships, reported elsewhere on this page. He also won the Command 5,000m. and 10,000m. events.

TREBLE CHAMPION

Another treble champion was RMech Trevor Walhen (H.M.S. Nelson), who won the shot, discus and hammer. LWren Maggie Johnson (H.M.S. Excellent) won the women's long and high jumps, the 100m. in a championship best time, and the 200m. in record-equaling time.

H.M.S. Nelson won the men's and women's competition, with Collingwood and Mercury second and third in the former, and Mercury and Excellent second and third in the latter.

AB Hall also won the H.M.S. Sultan inter-divisional and invitation 10,000m. race in a time of 32min. 54sec., with PO Andy Cullen (Collingwood) second and Lieut.-Cdr. Brian Davis (Dryad) third. The Sultan-Centurion race run in conjunction was won by PO Hardy (Nuclear School) from veterans Cdr. John McDonough (Centurion) and Lieut.-Cdr. Bob Pape (Sultan) third.

Boxing coach gets the gong!

Navy boxing is good news, as anyone with half an eye on the sport will already know. This month comes news of tributes to the skill of two leading members of the Navy squad, and to their coach.

LPT Paul Kelly (H.M.S. Endurance) has been named as England's boxing team captain for their Commonwealth Games campaign at Edmonton, while AB Wayne Green (H.M.S. Ajax) has been leading the England team competing in the Multi-Nations tournament at Halle, East Germany.

And Navy boxing coach CPO Mick Shone has been awarded the B.E.M. in the Queen's Birthday Honours.

NO BERT!

Only gloomy note to report is that Wayne Green still could not get a Commonwealth Games ticket despite the fact that Dave Williams, the original lightweight choice, was declared medically unfit and will not travel to Canada.

The selectors ignored Green's obvious claim to the vacant berth and decided not to contest the light-welterweight division at Edmonton.

6th Dan to coach at Seaton

Naval judo enthusiasts will get an opportunity this month to train under Britain's best-known champion, Brian Jacks — the only competitive 6th Dan in the country.

The course is scheduled for July 9-15 at 40 Commando R.M., Seaton Barracks, Plymouth. A fee of £15 includes grading and applications to take part will be treated on a first come, first served basis. Navy coach CSgt Peter Brown is the man to contact at Seaton Barracks (telephone Plymouth 772312 extension 277).

Relay 'record'

H.M.S. Collingwood's team in the national 100x1 mile club relay race at Alexandra Park, Portsmouth, broke the "Services" record of 9hrs. 38min. 13sec.

NAVY GLIDERS ON TOP OF WORLD

Naval glider pilots finished first and third at the Inter-Service gliding championships held in Gloucestershire at Imjin Barracks, the former R.A.F. station Little Rissington.

Lieut.-Cdr. Bunny Hale (MOD DNETS) was first in the open class, with Lieut. David Lidbury (RNEC Manadon) third. An Army pilot was second, pushing the top R.A.F. competitor into fourth place.

It was the Navy's best Inter-Services performance so far.

Competition consisted of races around a triangular route of up to 150 miles. Lieut.-Cdr. Hale flew the R.N. and R.M. Gliding and

Soaring Association's Libelle sailplane normally based with Heron Gliding Club in R.N. air station Yeovilton, and Lieut. Lidbury flew a new Twin Astir two-seat glider.

Other naval pilots to do well in difficult weather conditions were RMech(A)1 George Kosak, from the Cudrose club, AA1 Trevor Armstrong (H.M.S. Neptune) and Lieut. Nick Taylor (360 Squadron, R.A.F. Wyton).

Sub. radar speeds collision aid

H.M. submarine Finwhale went to the rescue of two merchant ships which collided in thick fog about 20 miles east of Gibraltar — after seeing the accident on radar.

While the Finwhale was exercising on June 13 during the Submarine Flotilla training period, her radar operator reported two contacts astern, apparently on collision course. The commanding officer (Lieut-Cdr Michael Dunne, R.A.N.) ordered the submarine to turn and investigate.

Visibility had deteriorated and the Finwhale obtained a visual contact when only 200 yards away.

The American grain carrier Yellowstone (9,000 tons) was holed amidships, with the bows of the Algerian cargo ship Ibn Batouta (4,000 tons) embedded in her port side.

The Finwhale radioed for help and sent a boarding party to the Yellowstone, where survivors were given medical assistance and a damage survey made.

For a period the Finwhale directed operations and then H.M.S. Aurora took charge, with H.M.S. Norfolk also taking part in the operation. Meanwhile, R.F.A. Olva sent her doctor to the Yellowstone and casualties were transferred to Gibraltar by helicopter.

A party from the Norfolk, led by Sub-Lieut Chris Hammock, had the hazardous job of cutting the bows

of the Algerian vessel and the bridge section of the Yellowstone to allow the ships to be separated.

Later Lieut-Cdr Dunne said: "If it had not been for my alert radar operator (LS John Goldsmith) the two ships could have been in great difficulties for several hours. The Yellowstone's crew was severely shocked and the ship had difficulty in sending a distress signal. The Algerians did not speak English."

The Yellowstone, in which eight men died, eventually sank.

Their 'silver'

NATO ships were in the bay, and there was a military parade and fly-past, when a ceremony was held on the islet of Nisida, Naples, in June to mark the 25th anniversary of the founding of two commands — Allied Naval Forces Southern Europe, and Naval Striking and Support Forces South Europe. Both commands play a major role in NATO's maritime operations in the Mediterranean area.

Among warships taking part in the celebrations was H.M.S. London, while Vice-Admiral Sir Roderick Macdonald, Chief of Staff to COMNAV-SOUTH, and Rear-Admiral Charles J. Youngblade, U.S.N., combined forces to cut the 25th anniversary cake.

A magnificent cake was also baked by POCK "Wooley" Wolstencroft, of the London.

New sports centre

Continued from Page 1

inter-command matches, were played, a bid was made for Sailors' Fund help, although the "battle" to obtain public funds is continuing.

Committee members offered wholehearted support, one member saying he thought this project would benefit more sailors than any other they had financed. The committee agreed they were prepared to earmark up to £35,000 from future allocations, less any amount the Fleet Amenities Fund was prepared to grant.

Phase I of the complex — on which Cdr Jock Kearney, Ret., former commanding officer of H.M.S. Temeraire, cut the first turf on June 27 — will include running track, grass soccer pitch, covered stand, two all-weather pitches, two grass pitches, floodlights and synthetic cricket table.

This is estimated to take about 16 months to complete, and Phase 2, starting in late 1979, will include the new R.N. PT School, Fleet sports hall, swimming pool, squash courts and changing pavilion.

The refreshment-spectator facility will be built on the first floor of the changing pavilion, providing a good view over all the pitches.

Two Temeraires till the turf: Officially turning the first turf to mark start on work on the new sports complex was Cdr Jock Kearney, Ret., former commanding officer of H.M.S. Temeraire. Helping him was the present commanding officer, Cdr. Dan Woodley.

Picture: LA(Phot) G. H. Ford



COME TO SEE CONCORDE

"Get a picture to publicise Yeovilton's Air Day" — that was the challenge set the photographer, LA Larry McKenzie.

As it turned out, Concorde 002 proved an effective background for an eye-catching picture of Maria Vos, wife of Leading Writer John Vos, of R.N. air station Yeovilton.

For the record, Concorde will be just one of the features of this year's Air Day on August 5, when there will be a special walk-through price of 15p for the aircraft. The Fleet Air Arm Museum will also be open at reduced price, while a fine air display is promised.

Repossession costs aid

Servicemen returning to the U.K. from overseas postings can now seek help over legal costs if they have difficulty in regaining possession of their homes at the end of protected tenancies.

The Rent Act of 1977 and other legislation gives the owner guaranteed right to repossession if he requires the house for his own use and has served proper notices.

If a tenant refuses to leave and legal action is necessary, "sympathetic consideration" will now be given to the reimbursement of legal costs which become necessary in the case of a Service owner.

Because cases vary, no hard and fast rules have been laid down on the level of reimbursement, and in the case of the Navy applications should be submitted through commands to MOD(NP2).

The arrangements are published in DCI RN J 374/78.

Aussie visitor

Vice-Admiral A. M. Synnot, the Australian Chief of Naval Staff on a visit to Britain, had discussions with Admiral Sir Terence Lewin, the First Sea Lord, and later attended an Admiralty Board dinner. During his stay he visited the Clyde Submarine Base, Brooke Marine at Lowestoft, and H.M.S. Dryad.

Big grants for West projects

Two naval locations in the West Country are to benefit from £10,000 grants from the Sailors' Fund — one a married patch with no entertainment facilities, and the other a naval air station which wants a DIY motor maintenance garage.

The Looseleigh estate — in hilly terrain five miles from Plymouth city centre and with limited public transport — has a great need for a community centre / pre-school play centre, members of the Grants Committee of the Sailors' Fund were told in June.

There is strong feeling that public funds should help at this estate of 270 quarters, but because of time, location, and site, the committee gave their backing so that the project can be completed rapidly.

Besides making a grant of £10,000, they agreed to commit themselves to another £10,000 at the next meeting, with the hope that the Fleet Amenities Fund would also give £10,000.

The other £10,000 grant went towards DIY motor maintenance

facilities at R.N. air station Culdrose, where nearly 1,000 ratings have cars, and some Wrens too.

"Nothing fancy, just a basic garage" was required, the meeting was told. A sum of £3,000 was being contributed from local funds to help, and the committee decided to give £10,000 of the £16,880 sought, leaving the FAF to consider the remainder.

In all, more than £60,000 was granted for specific projects from the June meeting allocation — full list in next issue.

Hermes visit

R.A.F. Minister Mr. James Wellbeloved and Air Chief Marshal Sir Alasdair Steedman visited H.M.S. Hermes to see R.A.F. participation in Exercise Open Gate off the Portuguese coast.

Who can whittle?

BBC Television is looking for a sailor who can make detailed ship models from blackboard chalk, or who is an expert at whittling wood, to take part in filming at the end of July for a programme on model work due to be shown at Christmas.

Anyone who can help should write to Robin Bootle, producer, Science and Features Department, BBC TV, Kensington House, Richmond Way, London W14 0AX.

NATO Forces on view

H.M. ships Phoebe and Boadicea were among a dozen ships from seven nations which took part in a series of sea exercises for NATO's diplomatic and military leaders off Portland.

'Navy sounds' LP



Two years ago a letter to Navy News from a reader in British Columbia suggested that an L.P. of typical sounds of the Royal Navy would make a welcome evocation for many associated with the Service past and present.

Now the idea has been transformed into reality with "Sailor," produced by the B.B.C. in record and cassette versions and issued to coincide with the re-run of the acclaimed television series of that name.

The record, sub-titled "A picture in sound of the Royal Navy," cleverly combines the noise of ships, aircraft, missiles, and men with music which ranges from pop to a monastic choir.

There are sequences featuring sea fog and gale situations, missile and torpedo firings, Royal Marine bands, a naval service, aircraft operating from a carrier, and a Royal Marines raid. A run ashore episode in the Med will revive memories for many, and finally there is a "Coming Home" track which includes "Sailing" by the ship's company and band of H.M.S. Ark Royal.

The recording was devised

by Peter Godfrey, radio man in the Navy's Public Relations organisation in London, who scoured many hundreds of tapes and film tracks and listened to countless musical scores in piecing the material together.

Some of the proceeds of sales will go to the Navy's Fleet Amenities Fund, the first royalties cheque for £100 having already been presented by Captain D. C. Blacker (the Navy's Director of Public Relations) to the Director General of Naval Personal Services (Rear Admiral T. H. E. Baird), pictured above with Mr. Godfrey.

Those interested should ask in the shops for "Sailor — A picture in sound of the Royal Navy" issued by BBC Records and Tapes. Stereo number is REH 318 and price about £2.90; the Cassette No. ZCR 318 (price about £3.10). It is also hoped to have the record on sale at Navy Days this summer.

